

MAY 29, 1953

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1½

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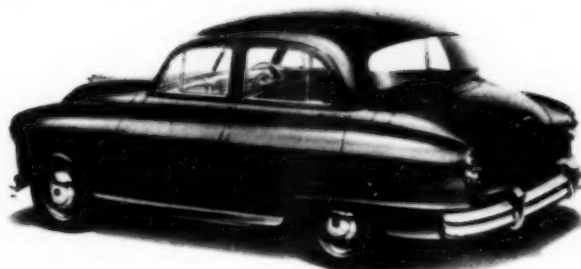
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**124-095 m.p.h.**

**OVER A FLYING MILE**

(Speed Trim.)

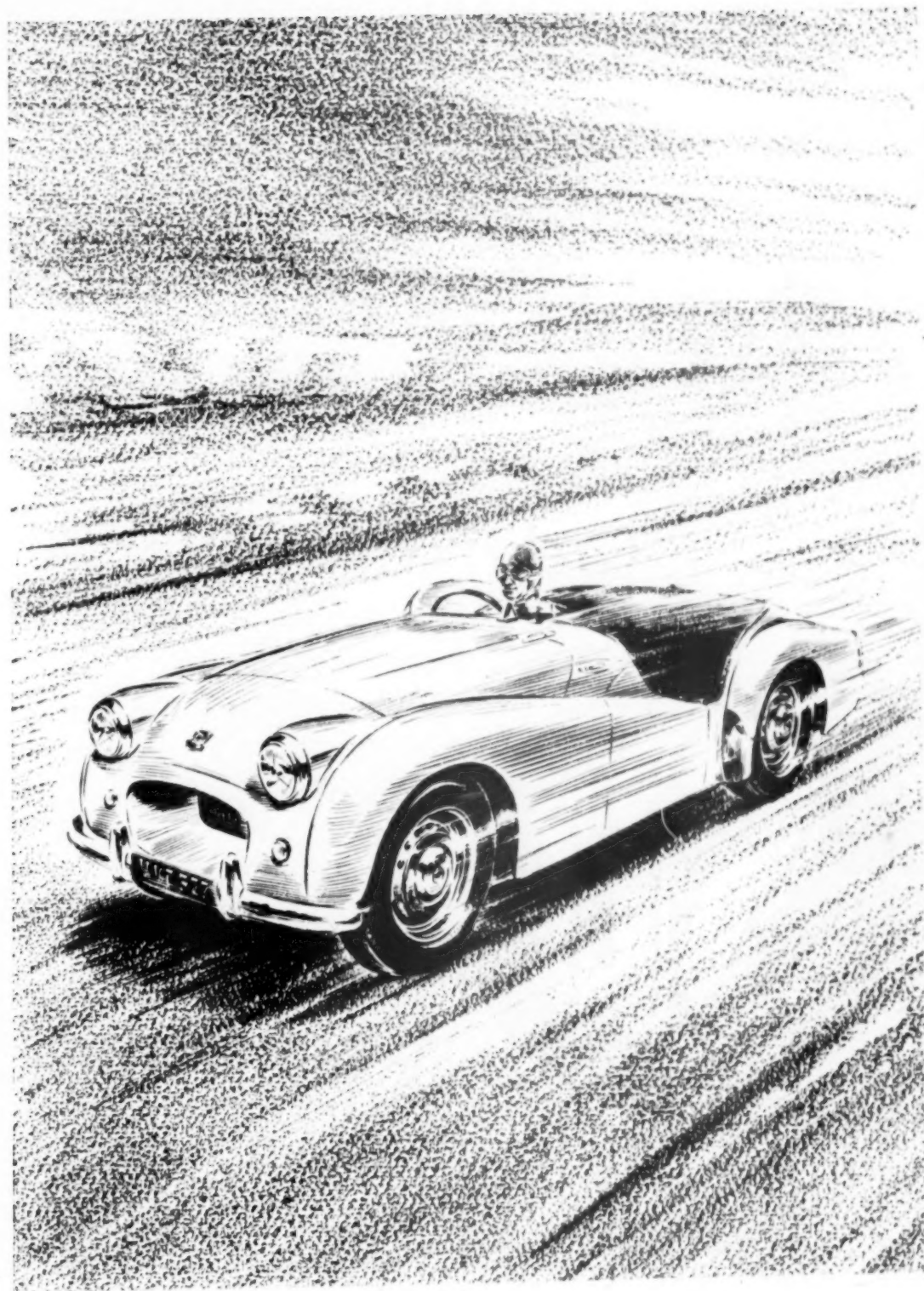
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# 124 m.p.h!

## by Triumph Sports Car



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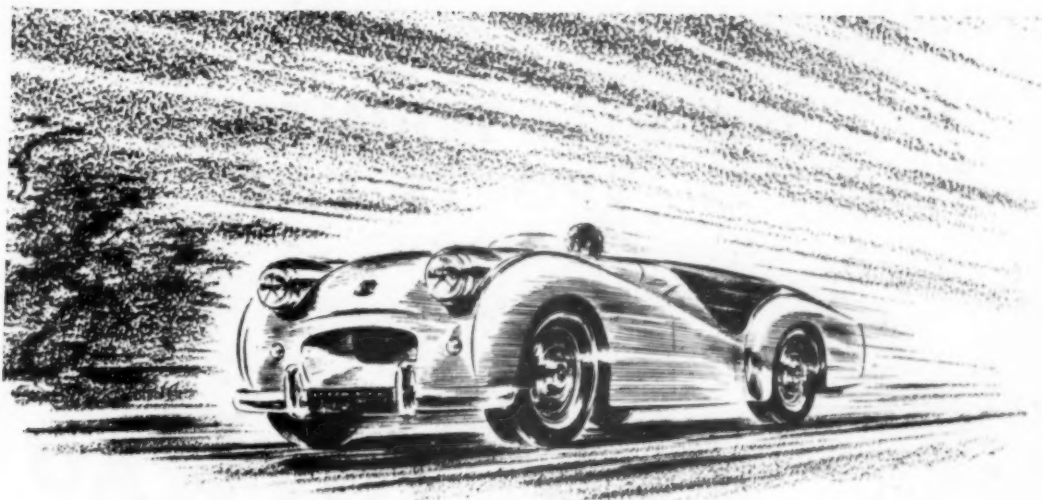
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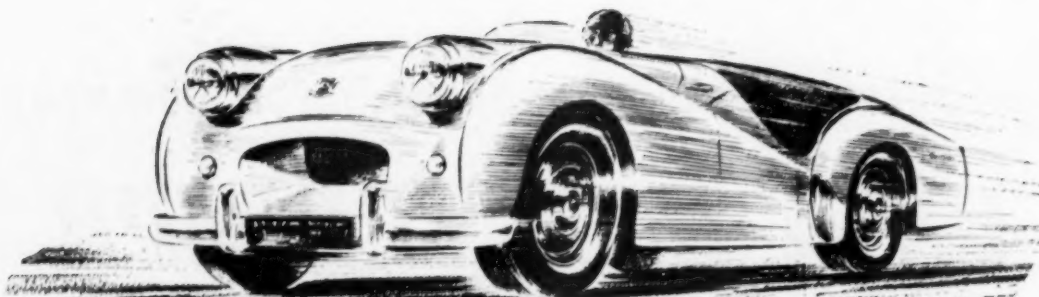
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**M.P.H.**

*Over flying mile*

*Officially timed by the  
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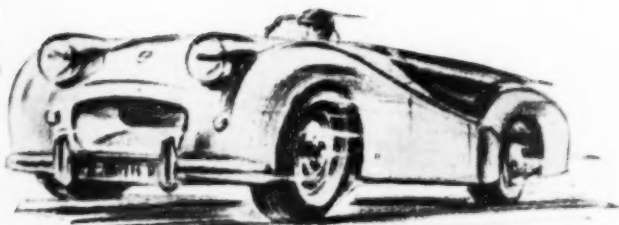
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*on achieving*

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Officially timed by the Royal Belgian Automobile Club  
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**KEN RICHARDSON**

(CHIEF TEST DRIVER  
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OFFICIALLY RECORDS

**124.095 m.p.h.**

OVER FLYING MILE

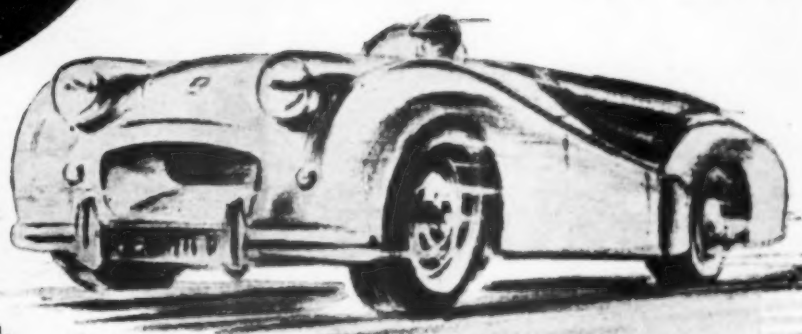
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2-LITRE SPORTS CAR, Fitted with—

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Officially timed by the Royal Belgian Automobile Club.



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de Normanville  
verdrive**

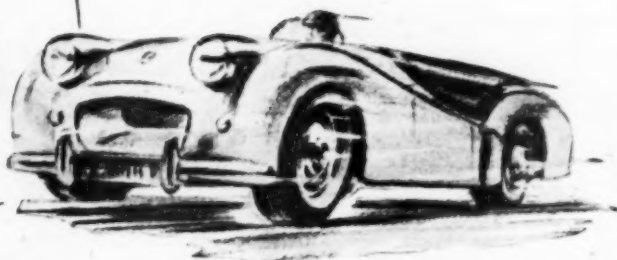
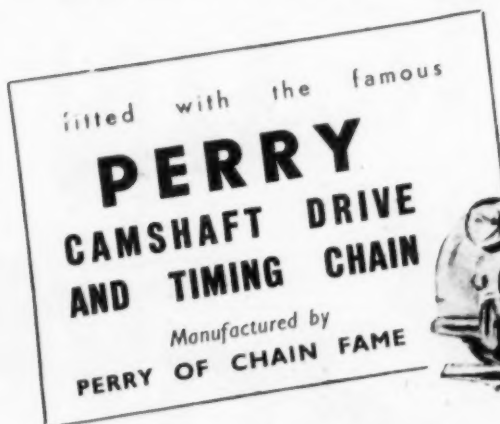


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Ken Richardson officially records 124.095 m.p.h. over flying mile in the **NEW TRIUMPH 2 Litre SPORTS CAR**

Officially timed by the Royal Belgian Automobile Club  
in speed trim

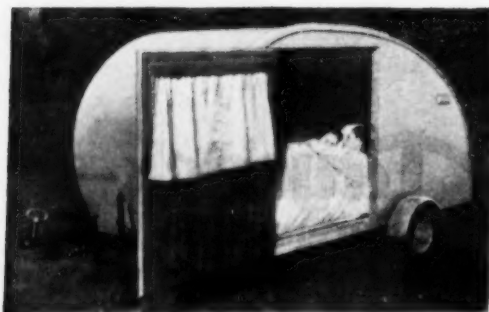


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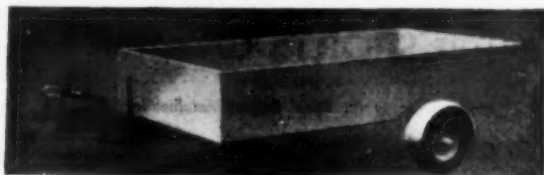
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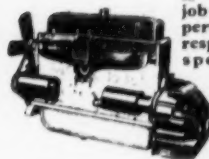
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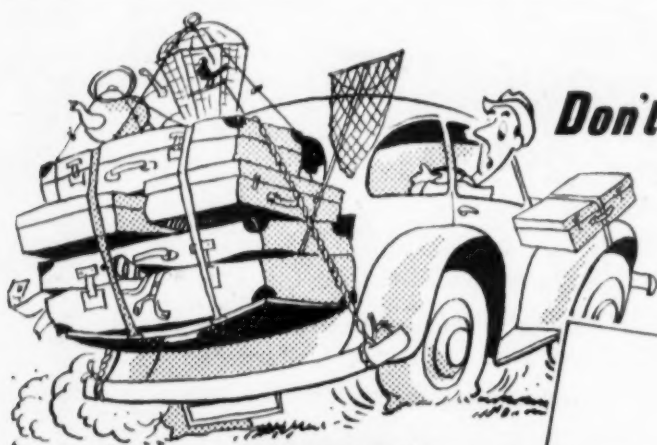
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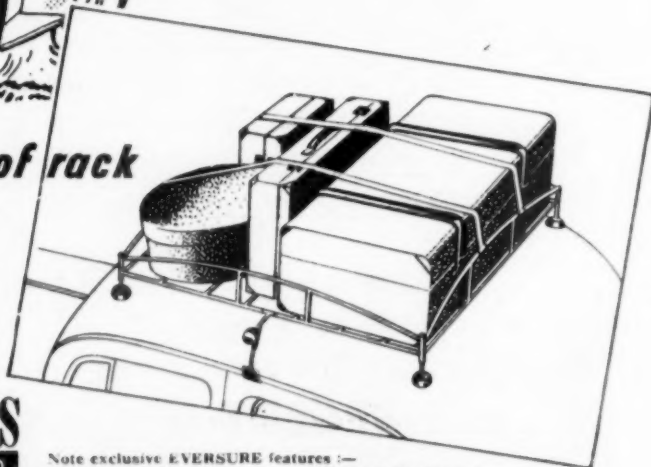
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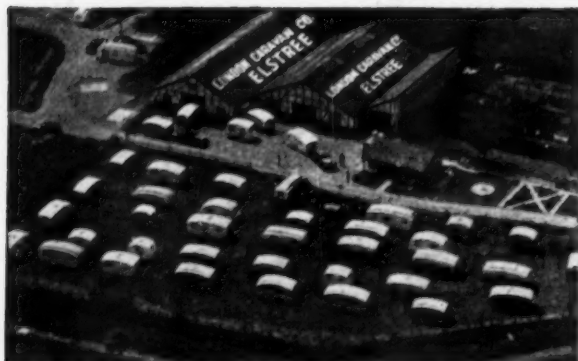
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NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

MAKE OF ENGINE \_\_\_\_\_ H.P. \_\_\_\_\_ YEAR \_\_\_\_\_

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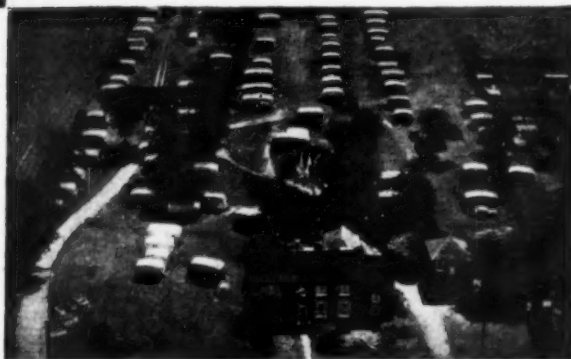
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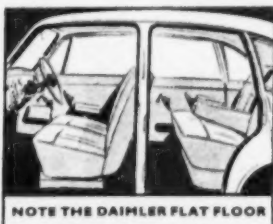
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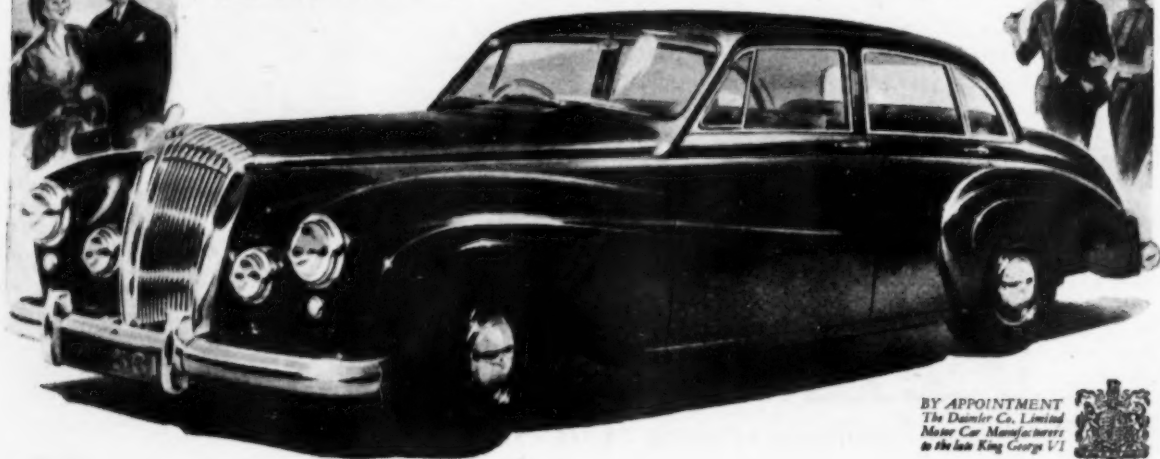
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Motor Car Manufacturers  
to the late King George VI



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# The Autocar

FOUNDED 1895

No. 3000

Friday, May 29, 1953

Vol. XCVIII

## Motoring Museum

OUR advocacy of a motoring museum, to contain representative examples of automobile engineering since the invention of the car, is long-standing, and is reinforced by the article on page 735 in which some of the motoring treasures of the Science Museum at South Kensington are described. It seems, however, that misunderstanding can exist about even as simple a proposal as this, and it is advisable to make clear what is in the mind of this journal, at any rate.

The purpose of such a museum would be chiefly educational, the recreational aspect remaining secondary. There is no quicker way for the engineer to traverse the road trodden by the pioneers than to study their work in the flesh, as it were, and it should not be necessary to stress how important it is for designers and engineers to study what has gone on before. Already the detailed specifications of some of the interesting cars of the past have been lost, and old vehicles themselves must some day crumble unless they are properly cared for. The Veteran Car Club makes the legitimate claim that its members have found the best method of preserving the old cars—by owning them, cherishing them, and keeping them fit for the occasional outing organized by the club. No one disputes that claim, but equally, no one can deny that access to V.C.C.-owned cars is hardly possible for students and visitors any time that inspection is desired. That is why selected examples of the past 60 years of automobile progress need housing under one roof that is of sufficiently large area to cover them all. It is in this respect that the Science Museum falls down, for all the keenness of its officials.

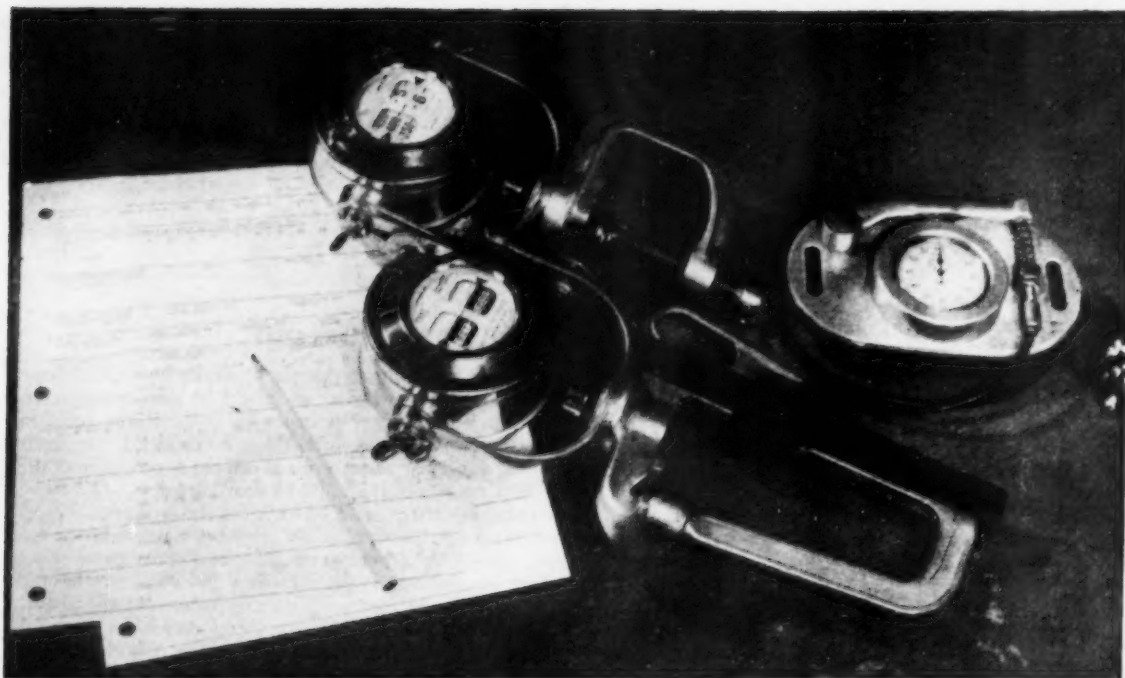
All over this country are empty mansions, a use for which causes many people to rack their brains, so far unsuccessfully. Could not one be purchased and endowed to provide a national car museum?

## Two Wrongs

ALTHOUGH two wrongs never made a right, it was salutary of the Standing Inter-Departmental Committee on Accidents in the Home to stress the fact that between 1940 and 1949 25 per cent more people died as a result of accidents in the home than perished as a result of road accidents. This may have the desirable effect of diverting the more rabid type of safety propagandist to the mundane but dangerous equipment of many houses, leaving the scientist and the highway and traffic engineers to continue working on the intricate problem of road safety. The trouble with the over-zealous humanitarian is that he is unable to see the wood for the single tree that he has usually cultivated assiduously: unfortunately, that tree most often takes the form of the "reckless motorist."

What the committee describes as "human frailty" is no doubt as important a cause of road accidents as it is of accidents in the home, but human frailty and recklessness are by no means synonymous; nor is frailty confined to any one class of road user. Yet the popular conception of a road accident remains the juggernaut, bearing down on the innocent bystander to his detriment; it is never the heedless bystander, stepping thoughtlessly into the road ahead of the innocent vehicle.

There can be no attempt to depreciate the responsibility of the man who is in charge of a vehicle; at all times he must exercise the utmost care, and must, we feel justifiably, be expected to make allowance for much of the foolishness of others. However, he cannot be expected to accept the blame for everything that happens as a result of the foolishness of others, nor can he be expected to continue coping with more and more road complication amongst ever-increasing traffic. An instance of this may be quoted—the pedestrian crossings that are sited at complicated junction systems in big cities. Such junctions, which are often thronged with quite fast-moving traffic, demand the utmost concentration from a driver, and the pedestrian asserting his right to cross, suddenly appearing in the press of vehicles, is only too frequently the last straw that breaks the camel's back, with resultant disaster.



# A C C E L E R A T I O N

SO often when the question, "How does it go?" is asked, the only thought in the mind of the enquirer is maximum speed, and the answer he usually gets is three or four miles more an hour than the proud owner once saw on his speedometer (which also flatters and sometimes flutters) downhill with a following wind. The friend is duly impressed or disbelieving, according to temperament or knowledge of the subject. And so it is—maximum speed is a figure surrounded by glamour; its measurement is often inaccurate, while in most cases it is seldom used.

Disregarding cars used for competition purposes and thinking of the requirements of the majority of drivers who use cars for passenger transport, one might say that the ultimate maximum is a figure that is relatively meaningless. By this it should not be thought that it can be completely ignored, because an accurately timed mean speed is of value, or at least of academic interest; it presents a standard by which some aspects of performance can be assessed. On the other hand, it does not by any means tell the complete story; over a given distance the fastest may not, in fact, be the quickest. To illustrate this point there is the story of the runner who had a bet with a racing driver that he could cover half a mile more quickly on foot than the driver could with his car. The challenge was accepted and the runner placed two posts ten feet apart and proceeded to run round and round them. He won!

In a similar way, although one car may have a higher maximum speed, on a given journey it may be slower than another car which has a slightly lower maximum speed but better acceleration. What really matters is how fast a car will be travelling at the end of, say, a quarter or even half a mile. In this country in particular it is of little practical moment that car A can just touch the magic three figures

after a ten-mile run in almost still air conditions, unless, of course, the owner of the car in question habitually does his motoring at the crack of dawn.

For a given car it is possible to draw a curve of the power required to drive it throughout the speed range. In a similar way it is also possible to plot the power available, and it is these two factors—power required and power available—that determine how the car will perform. Obviously the road speed at which the maximum horse-power occurs will depend on the gear ratio; therefore it is possible to plot a power-available curve for each gear. The maximum in each case will be approximately the same (a slight variable being the efficiency of the transmission in the various gears), but the road speed at which it occurs will, of course, be different.

## Power to Spare

It is the amount of excess power available that determines the acceleration. This is a very important point, as it shows how a change in axle ratio can alter the general character of a car. It is usual practice to arrange the gearing so that the speed at which the maximum b.h.p. occurs is *below* the speed at which the curve cuts the power-required line. Although this may result in a very slight loss in maximum speed it considerably increases the power available for acceleration purposes during the whole of the working range. Consequently, two cars that develop the same b.h.p. (in all cases it is the power available at the road wheels that is considered, after the various losses have been deducted) and require the same power to propel them, could perform very differently on the road.

Neglecting the distances required in order to reach the ultimate maximum speed, because of a change in axle ratio



two cars might have a difference in top speed of, say, 3 m.p.h.—in a small car this could represent, say, 59 or 62 m.p.h. Which car is the more desirable? The owner of the slower car will, of course, be told by his friends that his car "won't even do 60," to which remark he will no doubt reply, "So what?" Or will he? If he has compared the performances of the two cars he probably will, as the "slower" car will be more lively—at least as regards top gear performance.

### Autobahn Product

The Volkswagen is an interesting example of what is obtained when the gear ratio is unduly low (high road speed for low engine revs) in top gear. The engine develops 24.5 b.h.p. at 3,300 r.p.m., and in top gear the road speed is 20.7 m.p.h. per 1,000 r.p.m. During a recent road test of this car by *The Autocar* the mean maximum speed recorded was 62 m.p.h., with a best speed in one direction of 65.9 m.p.h. Now,  $20.7 \times 3.3$  equals 68.3 m.p.h., which is the speed at which the engine develops its maximum power in top gear—a speed which was not obtained even in one direction during the test; therefore the power required exceeds that available at the road speed equivalent to that at which maximum b.h.p. in top gear occurs.

Further, the tractive effort recorded was 112 lb per ton, which is equivalent to a gradient of 1 in 20. The top gear

low for an engine of this type. Yet, considering all these factors, the maximum speed obtained in third is only 2 m.p.h. lower than that obtained in top gear. Comparing this car with others of a similar but slightly larger engine capacity, and considering the time for various accelerations from rest through the gears, the Volkswagen is on average seen to be slightly slower.

Speed	Volkswagen	Hillman Minx	Simca Aronde	Austin A 35	Vauxhall Wyvern	Triumph Mayflower
	1,131 c.c.	1,265 c.c.	1,221 c.c.	1,200 c.c.	1,507 c.c.	1,547 c.c.
0-30	7.1 sec	7.3 sec	6.3 sec	6.9 sec	7.8 sec	8.9 sec
0-50	22.9 sec	20.3 sec	16.7 sec	19.8 sec	20.0 sec	25.9 sec

The top gear acceleration is noticeably worse.

In its proper perspective, however, it should, perhaps, be considered as a three-speed car with an overdrive, as it does not have a direct drive top gear. Although this combination may produce satisfactory results for operation on an *autobahn*, where it is necessary to design for high cruising speeds without risk of overstressing the engine, you cannot have it both ways. For normal operation gear changing would be much more frequent where conditions necessitate frequent changes in speed—as applies in this country, for example—and the top gear motorist would have to change his habits. On the next page is a diagrammatic power utilization curve, and both the power required and the power available are indicated.

The factor that is of chief importance for any type of operation except clear main road conditions is the distance

## THERE IS OPPOSITION BETWEEN THE TWO CHIEF PERFORMANCE VIRTUES

By . . . . JOHN RABSON



versus

# MAXIMUM SPEED

performance under "give and take" conditions is not particularly impressive: on the other hand, in *third* gear the acceleration figures are quite comparable with those obtained in *top* gear with cars of much larger capacity. The following table will show some comparisons obtained from data published in *The Autocar* Road Tests:—

Speed	Volkswagen (3rd gear)	Austin Princess (top gear)	Citroën Lt. 15 (top gear)	Landia Aurelia (top gear)
10-30	10.6 sec	10.0 sec	10.6 sec	11.7 sec
20-40	14.8 sec	10.4 sec	10.4 sec	11.1 sec
30-50	14.6 sec	11.2 sec	11.0 sec	11.9 sec

The maximum speed recorded in third gear on the Volkswagen was 60 m.p.h., at which speed the engine, turning at over 4,400 r.p.m., is well past its peak, which is

that must be covered in order to reach a given speed. To illustrate the effect that the gear ratio has, a curve has been drawn, showing power required and power available (this does not represent any particular engine, but is used to illustrate the point). The vertical distance between the two lines is equal to the excess power that is available for acceleration purposes. In the example shown the engine develops 96.5 b.h.p. at the road wheels; from the power-required curve it can be seen that the power available cannot give the car a speed in excess of 88 m.p.h., which would be obtained if the gear ratio were chosen so that the power-available line cut the power-required line at the point of maximum b.h.p. However, if this is done, the excess

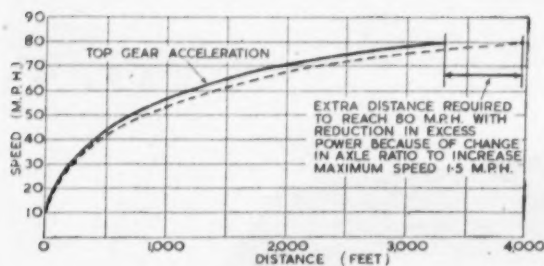
## ACCELERATION versus MAXIMUM SPEED . . . continued

power will be reduced all the way up the curve, and the car will have less acceleration on top gear. To illustrate this point the distances have been calculated for the two curves of power available, using the basic formula  $v^2 = (u^2 + 2as)$  ( $v$  equals final velocity in ft per sec;  $u$  equals initial velocity in ft per sec;  $a$  equals acceleration in ft per sec per sec;  $s$  equals space in ft). This formula can, of course, be modified to use units of miles per hour in place of feet per sec.

### Ratio and Distance

The results show the effect of change in gear ratio on the distance necessary to reach a given speed. The difference in maximum speed is shown on the power-required graph. In the example shown, the extra distance amounts to 650 ft on an acceleration from 10 to 80 m.p.h. With a car that has a smaller margin of excess power the difference in distance will, of course, be much greater, and in fact the car may not reach its theoretical maximum before it is time to slow down for a corner.

Selecting the right gear ratio for a given car must always be a matter of compromise. On the one hand it is necessary to provide a satisfactory maximum speed to meet sales requirements and provide a talking point, but the car must also be geared to give satisfactory top gear performance with

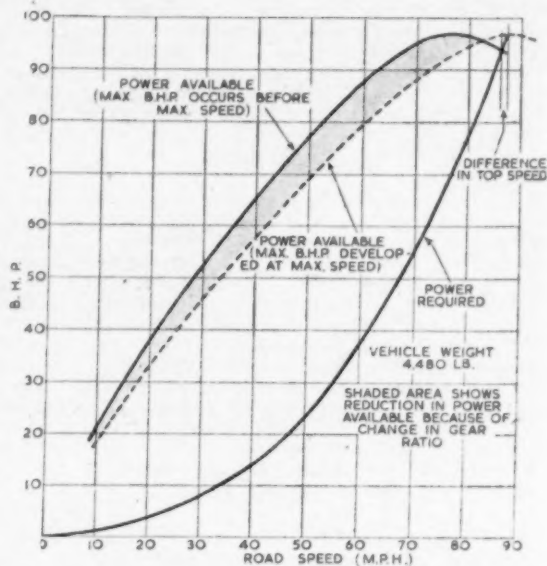


If the gear ratio is changed so that the point of maximum power available cuts the power-required line as shown in the top right curve, the resulting reduction in power available during the normal working range will result in an increase in distance necessary to reach a given speed.

good acceleration in the normal working range. This is a difficult task, and in some cases cars are offered with a choice of axle ratios, so that the owner can select the ratio to suit his requirements.

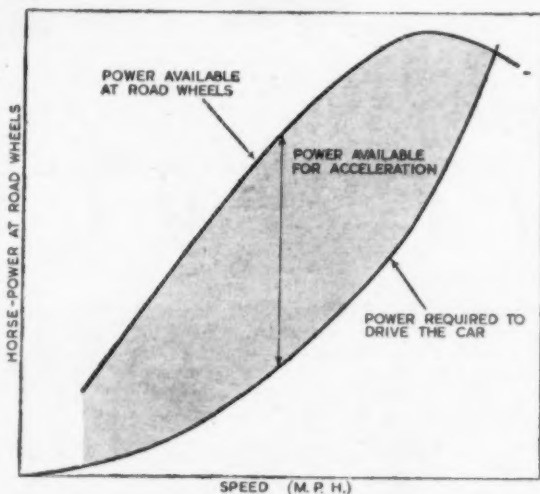
On a sports or racing car, where it is required to cover a given circuit in the shortest possible time, the choice of the correct gear ratio is a matter of very great importance, and before the optimum ratio can be chosen it is necessary to study the circuit. If it is a very fast track consisting of long fast straights and well-banked bends that involve little change in speed once the desired maximum has been reached, obviously the ratio that produces a speed very close to the maximum obtainable would give the best results. If the circuit is such that continual change in speed is necessary because of bends, and there is only one really fast straight, there is little point in arranging the gearing to produce the maximum speed on that straight at the expense of reduced performance on most of the circuit, where it is maximum acceleration that is the most important factor.

If two cars have a maximum speed of, say, 90 m.p.h. and car x can accelerate from 50 to 70 m.p.h. in a distance of a quarter of a mile, while car y requires three quarters of a mile to accelerate up to the same speed, on a road with bends at intervals of half a mile car x will be travelling at well over the 70 mark before it is necessary to cut off or slow for the corner. On the other hand, car y will not have reached nearly so high a speed on the available straight.



This curve shows the effect on excess power of a change in axle ratio to increase the maximum speed.

In order to combine the best of both worlds some cars are fitted with an extra forward ratio; this may take the form of a five-speed gear box or a four-speed box together with an overdrive unit. In both cases the driver must do more gear changing to obtain the optimum result. This increased work may be justifiable in competition work and in some cases for normal road operation, particularly if, in the latter case, it results in reduced fuel consumption. Where "give and take" conditions exist and it is necessary to accelerate and decelerate at frequent intervals, the car with a lively acceleration and moderate maximum speed will more than hold its own. The important question is not "What will it do?", but "What will it do in how far?"



This shows the power required, and power available to drive a car. The shaded area represents the excess power that is available for acceleration.

# How many "yous" are there?

There's the "you" who cannot afford to be seen in a small car and yet cannot afford to buy a big one. The Wolseley Six-Eighty is your happy mean—quietly impressive but wonderfully economical for its horse power. There's the "you" who sometimes longs for a little more power under the bonnet. And then, there's the "you" who only asks for the comfort and relaxation of a thoroughly reliable means of transport. The Wolseley Six-Eighty comes of a long line of cars whose mechanical dependability is a by-word and whose performance is as good as you care to make it. Discuss it between you—this is your car.



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Six cylinder, 2,214 c.c. engine; "Mono-construction" body and chassis built as one unit—stronger, lighter, safer, and more durable; Exceptional Wolseley finish with polished walnut facia and window trim; Leather and Dunlopillo upholstery.

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# NEWS and VIEWS

## 50,000 Champions

IN Germany, the 50,000th D.K.W. Champion car was completed by the Auto-Union factory on May 9.

## 3,000

OBSERVANT readers will notice that this issue is the 3,000th of *The Autocar* since publication. The issue number appears at the heading of the opening page of the journal, on which the Editorial articles are customarily published.

## Customer Psychology

FORMATION of a committee in 1949 to study customers' letters to the service department of the Hudson company of America, and to initiate the elimination of sources of complaint, have resulted in service complaints dropping by 45 per cent.

## Coronation "Flight"

A REVIEW of the work and equipment of all branches of the Queen's Air Forces are featured in the Coronation issue of *The Autocar's* associate journal, *Flight*. It also recalls the important aviation events which have occurred during Her Majesty's lifetime. Publication date is today, May 29, price 1s 6d.

## Shrubs for Safety?

INCREASED road safety can be achieved by selected roadside planting of shrubs, according to Motor Vehicle Research, Incorporated, of New Hampshire, U.S.A. A special shrub of Asiatic origin forms a bush six to eight feet high, without a thick stem, and this, according to the research institution, forms a useful buffer to arrest cars which run off the road. The institution is fully aware, also, of the other benefits of roadside planting.

## Story of Oil

AN exhibition developed by Shell, tracing the story of oil from its origin, has been expressly designed for display in museums and is now making its first appearance in the Museum of Science and Industry, Newhall Street, Birmingham, until June 14, before visiting other provincial museums. Twenty-two portable display cases deal with the fifteen subjects into which the activities of the industry have been divided, such as exploration, drilling and oil field development, means of transport, refining, manufacture, research and distribution of the final products.



Literary motoring—the pleasant room that forms the R.A.C. reference library.

## R.A.C. REFERENCE LIBRARY

IN a small but pleasant room between the members' library and their restaurant in the clubhouse, in Pall Mall, London, the R.A.C. has arranged a very good reference library in which are not only the majority of books written about car racing, competition and travel, but also bound volumes of all the technical journals from the very early days of motoring and the latest issues of international publications dealing with motoring.

Here anyone who wants to check facts about things which happened long ago can settle down happily with everything he needs practically within reach, instead of searching various sources for the information he needs. Mainly the library is intended for the use of members, but anyone who has a legitimate reason for requiring the information here stored so conveniently can consult the various volumes with the permission of the secretary and at times agreed with the librarian, though none of the books can be removed from the premises.

This library has been in being for a considerable time but the fact has not been announced. Various things of historic interest are being added to the collection already in the room; for example, the number plate and flag carried by one of the competing cars in the Thousand Miles Trial of 1900, and a copy of the wind tunnel model for Segrave's land speed record car. The club already possesses a miniature of Cugnot's famous gun tractor and of the historic Rolls-Royce Silver Ghost as it was in the R.A.C. trial which made its name, the magnificent painting by F. Gordon-Crosby which appeared on the front of all Brooklands programmes for years, and many other notable paintings of car competitions and records which are not as prominent as they might be. The actual Segrave Trophy with its illuminated scroll of honour is a thing of beauty which surprisingly few seem to notice amidst the grim row of Roman emperors adorning the front hall of the clubhouse.



This butterfly-roofed building being completed near Hythe, in Kent, is a "motel" catering for motorists along popular American lines. It is called the Royal Oak Motel and will be in full operation shortly.

## NEWS and VIEWS . . . continued

### A.A. Vice-chairmen

SIR DENIS H. TRUSCOTT and Dr. Donald Stewart have been elected vice-chairmen of the A.A. The appointments follow the election of Lord Teynham to the chairmanship in succession to the late Canon F. W. Hassard-Short.

### Appointment

AN incorrectly limited field in the geographical sense was assigned to Sir Donald St. Clair Gainer, G.B.E., K.C.M.G., in saying last week (page 718) that he had been elected chairman of the council of the British Road Federation. He is chairman of the council of the International Road Federation.

### Triumph at Jabbeke

THE news of the Triumph sports model's recent runs at over 124 m.p.h. on the Jabbeke highway in Belgium was given in the last issue of *The Autocar* (page 692). In next week's issue will appear an eye-witness account and impressions of the car as driven, immediately after the successful runs, by a member of this journal's technical and Road Test staff.

### Half-yearly Binding for "The Autocar"

BECAUSE of the rather unwieldy size of a volume of "The Autocar" containing the editorial matter for a complete year, it has been decided to revert to the pre-war practice of making binding facilities available to readers at half-yearly intervals. The next volume, therefore, will be from January to June, 1953, inclusive, and the charge for binding will be changed to 17s 6d, plus 11d return postage. In a complete year there are well over 1,500 pages of editorial matter. Last year, for example, there were 1,740.

### Australian Trial

A BIG reliability trial will start from Sydney on August 30 and last for about a fortnight. Organized by the Redex company, it will cover some 6,000 miles and prizes will vary from £1,000 for the winner to £25 for the second place in each class. These many prizes will be in addition to the Silver Challenge Trophy and other cups and awards. British competitors are invited and entries should be addressed to the Secretary, the Australian Sporting Car Club, Ltd., 1, Regent Street, Redfern, New South Wales, Australia.

### Speed Limit Removed

NEARLY a mile of the London-Eastbourne road (A22) at Ashurstwood, near East Grinstead, has been freed from the 30 m.p.h. speed limit, following a public enquiry at which the A.A. and R.A.C. expressed strong opposition to the retention of a limit on this road. The restriction had been imposed after street lamps had been installed.

## DUNLOP INTRODUCE TUBELESS, PUNCTURE-PROOF CAR TYRES

A TYRE with no separate inner tube has been introduced by Dunlop. For the retention of the air it relies on a coating of soft rubber inside the cover, this coating being of the same thickness as an inner tube. The edges of the cover have rather more rubber on them than the normal tyre and they make an air-tight seal with the rims. The valve is quite separate and is secured in an aperture in the rim by threads, nuts and a rubber washer.

The soft rubber lining of the cover, which replaces the normal inner tube, has the property of being puncture-proof. At a recent demonstration a member of *The Autocar* staff drove nails into one of these tyres, which was then tested for air escape in a tank of water and proved to remain perfectly sealed. When the nail causing the puncture is removed at the end of the journey, however, air does escape, and the tyre has to be removed and a patch applied to the puncture. This phenomenon of the tyre being puncture-proof is owing to the fact that the rubber lining is not stretched as a tube is, and it squeezes the nail which has punctured the cover.

The rim naturally plays a vital part in air retention, and it has to be free from rust and perfectly clean before a new tyre is fitted. The tubeless tyre is not, as might be thought, cheaper than a separate tyre and tube; indeed, it costs 20 per cent more. Perhaps its greatest interest lies in the fact that its puncture-proof qualities might make possible dispensing entirely with that heavy, expensive and very much in the way component, the spare wheel, which at present takes up a great deal of valuable space in the luggage locker. The tubeless tyre may one day be seen as initial equipment on cars with no spare wheels. In very small models, and also in cars like sports two-seaters, it would be very well worthwhile getting rid of the weight as well as the bulk of a spare and its wheel.

At present the tubeless tyre is in limited supply and is available only in the following sizes:—

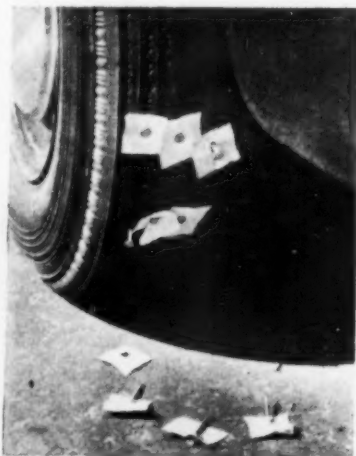
5.00-14in.; 5.25-16; 5.50-15; 5.50-16; 5.75-16; 6.00-16; 6.50-16; 5.20-15 C.T.; 5.40-15 C.T.; 6.70-15 C.T.; 7.10-15 C.T.; and 7.60-15 C.T.

When a heavy car is subjected to such cornering stresses that its tyres, those in the front in particular, are very seriously distorted it has been demonstrated that there is no loss of air. Indeed, when such tests are carried on for a considerable while there is an expansion of air owing to the rise in temperature and an appropriate pressure increase.

The rim of a normal steel pressed wheel is airtight, but a difficulty arises with wire-spoked wheels. It has been found that there are tiny leaks where some of the spokes enter the rim, although it might be possible, of course, to treat or coat the wire wheel so that it became airtight. Dunlop, however, do not consider that the tyre is practical for wire wheels. The rims for larger diameter tyres from 17in upwards are also regarded as unsuitable and it will be noticed that the list of available sizes does not rise beyond those for 16in rims.

### Racing Car Kit

A COMPLETE kit of parts enabling the purchaser to build a formula 3 (500 c.c.) Kieft racing car is now available from Kieft Cars, Ltd., Reliance Works, Derry Street, Wolverhampton. It comprises the complete car with full trim, all tanks and fittings, and the panels cellulosed to customers' colours, but without engine and gear box. The complete purchase price is £445, but the kit is offered in six separate lots, an initial payment of £195 enabling the constructor to acquire chassis frame, body frame, body panels, seat and bearer plates. The car can be built in further stages on payment of £50 for each section.



Two-inch nails penetrate the tubeless tyre without causing loss of air, unless they are removed. A journey can be completed, with the nails in place. The section through the tubeless tyre shows the layer of soft rubber, which takes the place of a normal inner tube. It covers the inside of the tread and extends a considerable way up the walls. The edges of the tyre, which form an airtight seal with the wheel rims, have more rubber on their faces than have those of a normal tyre.



## Which family has taken the Test Match to the sea-side?

Of course, it's the one with the aerial on their car—the aerial of an 'H.M.V.' car radio. While the young and strenuous play their own game of cricket on the sunny sand, Father is enjoying the drama of the Test Match, brought vividly to life by the quiet, artful words of the B.B.C. commentators. Wherever they motor, this family with the 'H.M.V.' car radio take with them the major news events of the year—in sport, in entertainment, and (in this Coronation year especially) in the living history of Britain.

In modern motoring, car radio has an assured place: it quietens restless children, shortens tedious journeys, makes driving pleasanter and safer.\* The car radio that the makers of 24 famous British cars exclusively fit and recommend is 'H.M.V.' Isn't it time you had a talk to your Radiomobile dealer about an 'H.M.V.' radio for your car?

\* Boredom, as well as distraction, can divert attention from the road.

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**"HIS MASTER'S VOICE" CAR RADIO**

MARKETED BY

**SMITHS** *R*adiomobile

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# CRYSTAL PALACE

## 500 c.c. Race

1st COOPER - - - - - Stirling Moss

## Race for 1500 c.c. Supercharged Cars

1st E.R.A. - - - - - A. G. Whitehead

## Equal fastest lap of day

Cooper Bristol - - - - - Ken Wharton

# BRANDS HATCH

## The Coronation Trophy

1st LESTON SPL. - - - - - L. Leston  
2nd COOPER - - - - - G. Wicken  
3rd MARTIN SPL. - - - - - D. Taylor

also 4th and 5th places

## Open Challenge Race

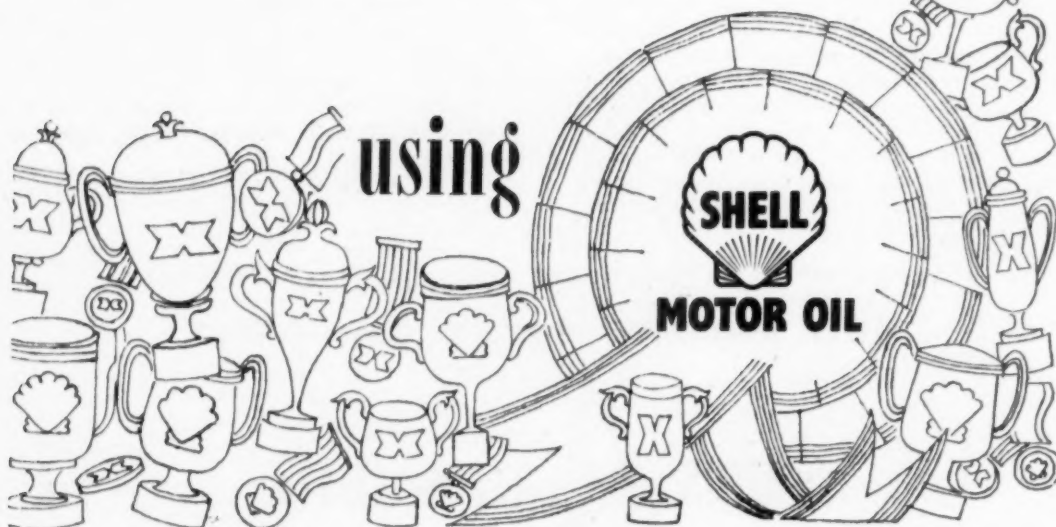
1st LESTON SPL. - - - - - L. Leston  
2nd COOPER - - - - - G. Wicken  
3rd MARTIN SPL. - - - - - D. Taylor

also 4th and 5th places

## The Senior Race

1st KIEFT - - - - - Don Parker  
2nd COOPER - - - - - G. Wicken

(Subject to official confirmation)



and SHELL fuel



# Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

## Challenge

THE odd phrase in letters from overseas is capable of causing the cold breath of a hard future to pass across the cheek. "The Volkswagen," reads a letter to me from Port Elizabeth, South Africa, "is assembled by Studebaker sixteen miles from here at Uitenhage, and is catching on . . ."

There is a lot in this sentence. The Volkswagen is a German vehicle, and pro-German feeling is strong in many



Pro-German.

parts of South Africa. It is assembled by Studebaker, and that means that there are considerable resources of brains and money behind the project; and it is catching on, as it is likely to do because of its inherent virtues. Add to these considerations the fact that the inhabitants of South Africa are getting more and more cross at Britain because of uninformed criticism of the native policy of its Government, and you can begin to see how many things affect the export of cars from Britain. It is not just simply a matter of goods for cash.

♦ ♦ ♦

## Asking for It

THE younger generation of motorists, particularly those with sporting inclinations, are fond of the word "cluelessness," but all of us should remember its rebound possibilities. That thought occurs to me as a result of an experience of the Editor on a recent Saturday evening. He was entering the speed limit of a Buckinghamshire town when he was overtaken by a two-seater sports car which was travelling at about 55 m.p.h. in his expert judgment. The pavement on either side of the road held the usual gatherings of Saturday citizens, some of them waiting for buses, some of them discussing the local picture, and others just taking the evening air. Almost to a man they turned and glared after the sports car, and, that having gone ahead, transferred their animosity to the Editor, even in his

sedate passage. He later found the sports car stopped by the roadside, and was able to deliver a little homily, which, he stresses, was gracefully received. In the course of that, the scene was reached by a saloon containing other youthful motorists, and it transpired that the driver of the sports car was not even its owner. All a little too high-spirited for these times, I fear.

♦ ♦ ♦

## Scapegoats

NOW there is no real moral to this story, but it does illustrate how necessary it is for motorists, all the time, to remember the animosity that is being generated in the public mind against them and to act accordingly. No one is deliberately fomenting hatred of the car and its driver, but the effect of continuous road safety propaganda, the occasional unthinking speech by a public figure, and the oversensational reporting of accidents, is exactly that. I believe psychologists explain it by the instinctive impulse of the guilty conscience to seek a scapegoat. The national conscience feels guilty over the road accident problem and it seeks a scapegoat in the motorist, who is peculiarly eligible for the post because he is envied his possession by the non-motorist, and envy is a hate-generator as well. There is little that we can do about these human impulses except to see that our behaviour on the road is irreproachable, and that is why there should be decorum at all times in our driving methods.

Speed has a most unhappy effect; I have several times been shocked by the glare that I have been given by a fellow-driver on approaching a junction at what he obviously considers an unsafe speed, when I know full well that everything is completely under control. Frankly, I do not understand this reaction. On one or two occasions I have encountered one of our foremost drivers in his car on the road and he has emphasized the gap that lies between my abilities and his by leaving me standing in one way or another. Yet I never feel that his extra briskness in all that he does is in any way unsafe, nor do I resent it. He is just that much more skilful, and I admire his skill.

♦ ♦ ♦

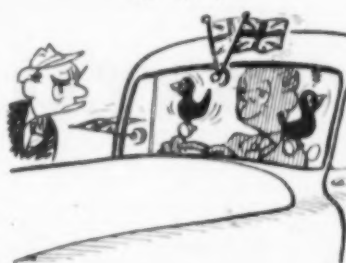
## "Tele"

I GOT back into my car as the road sweeper pushed his truck of brooms alongside the window. We exchanged greeting. It was the morning after the Coronation rehearsal: "Cor," he re-

marked, "what did you think about the crowds yesterday?" "Pretty grim, I should think," I replied, not having been in London on that day.

"I'll tell you what," he said. "If it's going to be anything like that on the day I reckon I shall put the old feet up on the mantelpiece and make do with the tele." I agreed enthusiastically, although I haven't got a "tele," and fell to musing on TV and all that. The road sweeper must not be begrudged his set, of course; it is by no means safe to assume that he is paid too much. But I do wonder if a country that still rations butter is correctly geared when it has quite as many TV sets as Britain has today. Apart from that, TV heralds something of a social revolution, as the Americans have found. Will it, in this country, tend to reduce the amount of motoring by making home life additionally attractive? It seems funny to think of TV supplying a part-answer to the congestion problem, but there is quite a possibility that it might.

♦ ♦ ♦



Horried.

## Corey

HAVING driven for some time with a new lightness of heart because the plastic canary was showing signs of dying out, I was horrified the other day to be confronted by two of them—one red and one blue—bobbing in the windscreen of a Rover Fourteen. A final covey, perhaps; in a Rover Fourteen, the absolute terminus, as Monica would say.

♦ ♦ ♦

## Economy

LACKING a screen spray, I fell for one of those little plastic bottles, a squeeze on which directs a jet of liquid, water pistol fashion, on to the dirty screen. Very useful, too, but when it was empty (some of the liquid evaporated although the stopper seemed tight), this frugal soul could not face up to the expense of another bottle. I have therefore refilled the bottle with water each time, and as a water spray it gives me excellent service; I would not be without it in the cubby-hole. But I doubt if the manufacturer really intended that I should wash my screen with his apparatus for nothing after I had used up his detergent.

All races were over ten laps from scratch. Here the sports cars get away, with F. C. Davis' Bristol-engined Tojeiro already in the lead.



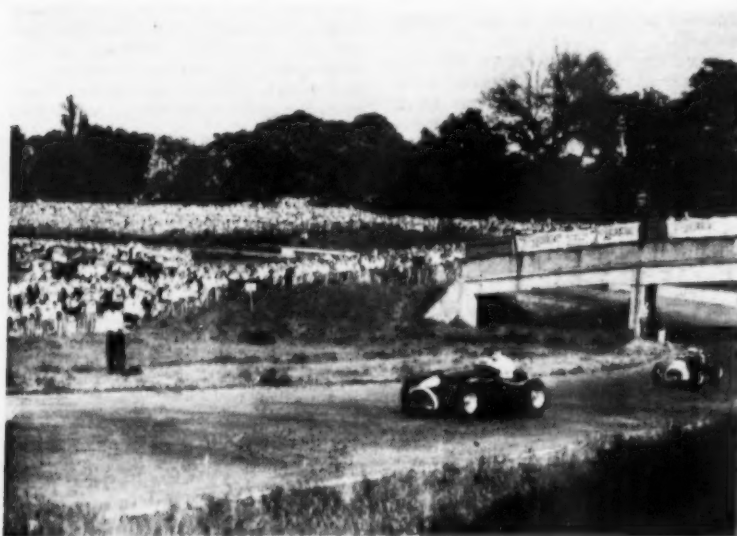
## CRYSTAL PALACE REOPENS

50,000 SEE ROLT WIN CORONATION TROPHY

**A** CONTINENTAL circuit in the heart of London is the brief description of the Crystal Palace reborn. Appropriately, the reopening took place in a Coronation year and last Monday the extraordinarily big crowds saw some splendid racing in conditions approaching the ideal. At

Crystal Palace the spectators see the cars flashing between the trees and up and down hills, and can appreciate fully the spectacle of speed and the true spirit of road racing. Few circuits can provide, apart from the Continental atmosphere, so many good natural vantage points.

For the competitors the circuit is not quite so attractive, but the faults are neither too serious nor insurmountable. The criticisms are primarily that it is difficult for the bigger cars to get past each other on such a narrow road and that it is rather too bumpy. But it provides an excellent practice ground for British drivers previously used to airfield circuits, because irresponsible driving could have disastrous results, at least to the car. Rolt, in winning the Coronation Trophy and setting up the first lap record, drove impeccably and thoroughly deserved his success. Wharton was a very gallant challenger, making the first heat and the final really exciting to watch. Moss, whose formula 2 car is clearly slower than many, once more demonstrated his masterly driving in winning the formula 3 race comfortably.



The final of the Coronation Trophy produced a fine scrap between Rolt's Connaught and Wharton's Cooper-Bristol; here, Rolt is in front. Some idea is also given in this picture of the crowds, and the view they could get of the racing.

**HISTORY** repeated itself at the Crystal Palace last Monday when motor racing recommenced at the famous London venue. On April 24, 1937, the late Pat Fairfield won his heat and the final of the first race to be held there, in the year of the Coronation of King George VI. Now, in the year of the Coronation of our present Queen, racing has once again got under way; and this time the winner was A. P. R. Rolt, in a Connaught. Before the war the circuit included a loop which brought competitors back to the present circuit very near the point at which they left it. Now, the inner loop is not used and a fast downhill link road takes its place.

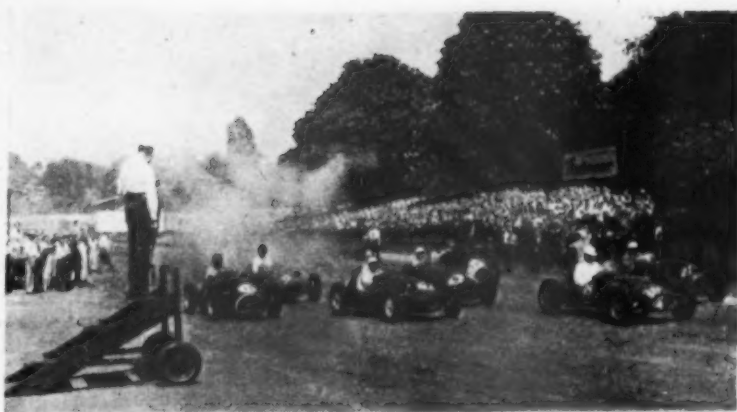
On Whit Monday the weather was of

the type which one can make use of as conversation for months to come. The hottest Whit Monday—at about 87 degrees—since 1944, and spectators at Crystal Palace were certainly aware of it. If the sun melted the tar on the circuit and made the course rather treacherous for the competitors, it was nevertheless entirely to the liking of the crowds; and the size of the crowds, estimated at not less than 50,000, showed that Crystal Palace can once more be a specially popular venue. Although the lap (1.39 miles) is rather short for racing cars, other than formula 3, it is splendid for spectators, and it incorporates most of the best features to be found on any Continental circuit. The link road running down to the start-and-finish line goes quite steeply downhill, and at the end of the straight it runs up again, so that even from the flat start area it is possible for the spectators to get a really good view of the cars. And they are still further aided by the configuration of the ground on which they stand or sit. Last Monday, hillsides were well packed with spectators, all of whom had a good, uninterrupted view.

#### L.C.C. and B.A.R.C.

The programme had been arranged by the London County Council and organized by the British Automobile Racing Club (instead of their usual meeting at Goodwood), and it comprised the Coronation Trophy for formula 2 cars, in two heats and a final, a formula 3 race, a race for supercharged racing cars of up to 1½-litre capacity, and a race for sports cars of up to two litres capacity. Each event was over ten laps from scratch, so that spectators never had a moment in which to get bored and were never confused by the intricacies of following a handicap event.

After Lord Howe had opened the new circuit the cars lined up for the first heat of the Coronation Trophy. Unfortunately the Connaught works team had withdrawn, and the grid contained R. R. C. Walker's Connaught driven by A. P. R. Rolt, L. Macklin in an H.W.M., S. Moss's Cooper-Alta, K. Wharton's Cooper-Bristol, W. S. Aston's Aston-Butterworth, A. M. H. Bryde's Cooper-Bristol and the Italian-red Alta of T. Large. Lance Macklin got away to a fine start, while Moss, still not getting enough power from the Alta engine, was very slow, getting away last but one. At the end of the first lap Macklin was still in front with the H.W.M., but not for much longer. Rolt



First race on the new circuit at Crystal Palace: the formula 2 cars get away in brilliant sunshine in the first heat of the Coronation Trophy.

was now ready to take over the lead and Ken Wharton was on his tail. The result pushed Macklin back to third place, but he drove a fine race and his position thereafter never altered.

Rolt was hard pressed by Wharton's Cooper-Bristol, but the Connaught was going very well and Rolt was in great form, so that Wharton, although he closed up from time to time, could never get by. Steadily Rolt and Wharton pulled away from Macklin, and behind the third man Moss was holding on as well as he could, comfortably in front of Aston, who finished fifth. It is sad to relate that Large and Bryde were lapped shortly after half distance.

#### Well Ordered

The programme was run off with exceptionally good organization, and within a short time of the finish of the first heat the cars were lined up for the second. And this procedure continued throughout the meeting. Main contenders in the second heat were Baird's Ferrari, which had gone so well in a close duel with Wharton in the Ulster Trophy near Belfast a week earlier, P. Collins's H.W.M., P. N. Whitehead's Cooper-Alta, and his brother Graham's Cooper-Bristol. Collins was first away when the flag fell and at

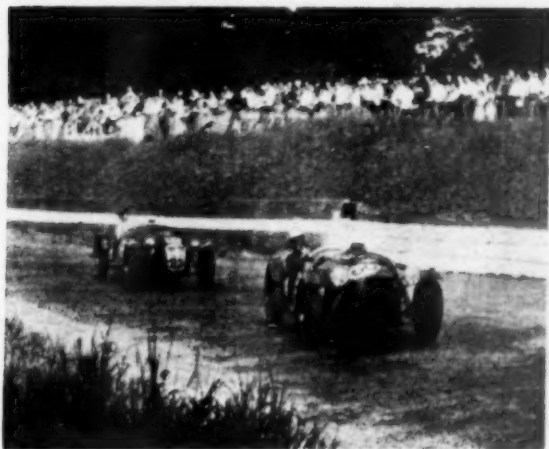
the end of the first lap he was still in the lead. But Peter Whitehead was hustling along and he had taken the lead by the end of the second lap. Collins, however, would be pushed back no more and to the end of the heat he held second place. Graham Whitehead had got away in third place and, driving very well, he held that position throughout. The ritual, lap by lap, was Peter Whitehead well in front, and Collins and Graham Whitehead some way behind but in close company. Baird in the Ferrari managed to get only into the second lap, when he crashed without injury to himself on the back of the circuit.

Now the five-hundreds were ready to go, Les Leston's Cooper in due course jumping into the lead at the start with S. Lewis-Evans (Cooper), Alan Brown (Cooper) and Moss (Cooper) all struggling behind. But in this race, although Leston was fresh from his victory at Brands Hatch, Moss was not to be outdone. By the end of the second lap he was second, and one lap more saw him firmly placed in the lead which he never gave up. As the race progressed so Moss increased his lead, but behind him Leston in second place was being challenged by R. G. Bicknell's Erskine Staride. The latter car has been going extremely well of late and it was not surprising that as the race progressed he moved up. In the last lap but one Bicknell got in front of Leston, who then crashed, letting S. Lewis-Evans into third place, George Wicken into fourth and Don Parker into fifth.

#### The Only Procession

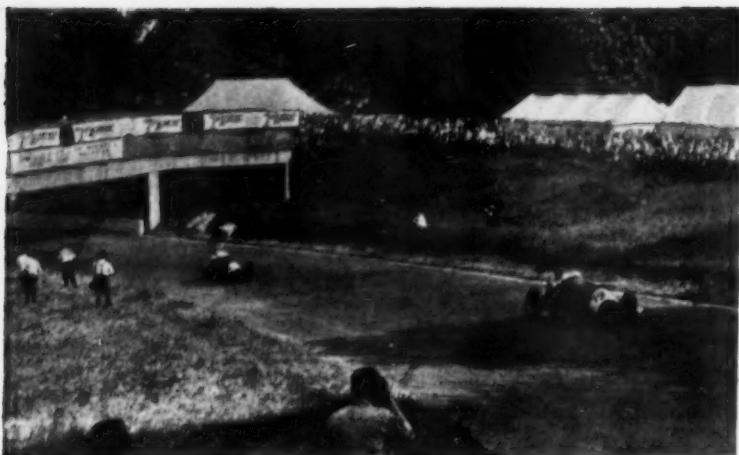
Next came what was perhaps the least spectacular race, although this observation was not on the cars or the drivers. Initial spectator reaction was that here was the "real thing" with supercharger screams an' all an' all. But at the end of the first lap the order was A. G. Whitehead (E.R.A.), R. Salvadori (Delage), A. Birrell (E.R.A.), P. B. Reece (Cooper), F. Kennington (Maserati), F. Tuck (Maserati), C. J. Hamilton (E.R.A.) and W. Goodwin (E.R.A.). Goodwin retired on the second lap, but apart from this the order never changed during the race and all the cars were remarkably evenly spaced out on the circuit.

The final of the Coronation Trophy provided eleven cars lined up on the grid. The second heat had been slower than the first (69.40 m.p.h. compared with 70.78) so that Rolt, with the Connaught,



Up Anerley Ramp, the first hill after the start, W. B. Black's Frazer-Nash leads the similar car of C. A. S. Brooks, who was third, in the sports car race.





Up Anerley Ramp in the final of the Coronation Trophy Wharton leads Rolt. This order lasted until the seventh lap, when Rolt slipped past to go on and win.

## CRYSTAL PALACE . . . . . continued

was the favourite. But it was expected that Wharton would be not only hard in pursuit but definitely out to win. And it was always possible that Peter Whitehead would get between them. Moss, it was known, could offer no serious opposition because his car was clearly slower, but there were still Macklin, Collins and Graham Whitehead in the running.

Macklin got away splendidly as the flag fell, but at the end of the first lap it was Wharton in the lead in the Cooper-Bristol, with Macklin on his tail and Peter Whitehead, Tony Rolt, Moss and Collins behind, in that order. Then the battle started! This was to be no walk-over for anyone. Ken Wharton stuck to the lead firmly, but by the end of the third lap Rolt had moved up into second place in front of Macklin's H.W.M., and by the end of the fourth lap the field began to sort itself out so that spectators saw Wharton and Rolt having a great struggle for first place, Macklin and Peter Whitehead

fighting for third place, and Moss and Graham Whitehead disputing fifth place.

### Racing in Pairs

As the race progressed the pairing-off of the competitors became even more marked, but the order remained almost the same except in one important respect. Rolt moved up steadily on Wharton and at the end of the eighth lap there was hardly anything between them—and a lap later it was Rolt who came through in the lead! And Rolt intended to stay there. For the rest of the race the two cars were in close company, but Rolt was slowly, almost imperceptibly, increasing his lead, and both of them were pulling away from the rest of the field. Macklin's H.W.M. and Peter Whitehead's Cooper-Alta remained in close combat until nearly the end of the race, but on the very last lap Whitehead snatched third place and Macklin crossed the line a very close

fourth. Moss had retained fifth place with Graham Whitehead close behind in sixth, with Collins behind him and Aston next.

And one of the most remarkable results was that Rolt, who had set up the fastest lap in the heats, set up exactly the same best time in the final, becoming the new lap record holder of the new circuit at 72.73 m.p.h.

### Moneysworth

Thanks to the weather, the organization and the entry the spectators had already had a wonderful afternoon of racing, but there was still another event to come. This was the sports car race with a 2-litre maximum engine size qualification. T. A. D. Crook, unfortunately, had lost a couple of camshafts on the Frazer-Nash, and although the refitting of new ones had been accomplished the valve timing was so bad that he had had to retire from the day's activity. And there were several other non-starters.

The favourite, F. C. Davis, with the Bristol-engined Tojeiro, turned out to be the winner, leading from start to finish. Behind him came H. A. Mitchell, with a Frazer-Nash, who got closer and closer but never close enough—and the rest of the field got left well behind. The Frazer-Nash of C. A. S. Brooks was nearest, and a very creditable fourth place was gained by the 1½-litre Kieft sports car of M. J. C. Keen.

Crystal Palace has opened again. On the Londoner's doorstep, it is likely to prove as popular in the future as it ever was in pre-war days.

### RESULTS

All races 10 laps of 1.59-mile circuit.

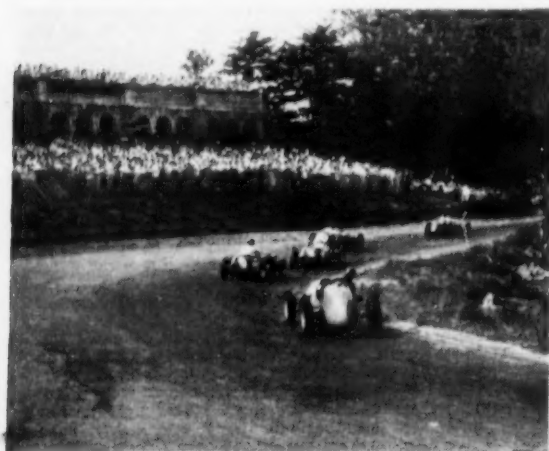
**Coronation Trophy** (formula 2): **Heat 1:** 1, 1.960 Connaught (A. P. R. Rolt); 70.78 m.p.h.; 2, 1.971 Cooper-Bristol (K. Wharton); 5, 1.960 H.W.M. (L. Macklin). **Heat 2:** 1, 1.992 Cooper-Alta (P. N. Whitehead); 68.40 m.p.h.; 2, 1.960 H.W.M. (P. Collins); 3, 1.971 Cooper-Bristol (A. G. Whitehead). **Final:** 1, A. P. R. Rolt; 71.28 m.p.h.; 2, K. Wharton; 3, P. N. Whitehead; 4, L. Macklin; 5, 1.998 Cooper-Alta (S. Moss).

**500 c.c. Race** (formula 3): 1, Cooper (S. Moss); 68.26 m.p.h.; 2, Ensign Starline (R. G. Bicknell); 3, Cooper (S. Lewis-Evans).

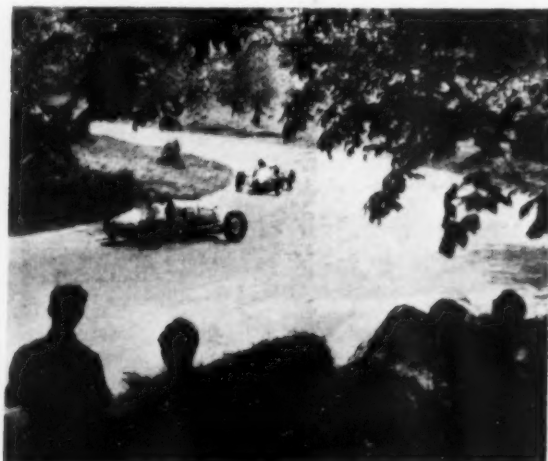
**Racing cars up to 1,500 c.c.:** 1, 1.488 E.N.A. (A. G. Whitehead); 67.26 m.p.h.; 2, 1.498 Delage (R. Salvadori); 3, 1.438 E.N.A. (A. Burrell).

**Sports cars up to 2,000 c.c.:** 1, 1.971 Tojeiro (F. C. Davis); 66.72 m.p.h.; 2, 1.971 Frazer-Nash (H. A. Mitchell); 3, 1.971 Frazer-Nash (C. A. S. Brooks).

**Fastest lap** (first record for circuit): 1.960 Connaught (A. P. R. Rolt); 72.73 m.p.h. (twice).



South Tower corner provides a right-angled bend at the back of the circuit. This flock of cars has just got away in the Coronation Trophy race.



After the sweeping bend called North Tower crescent, the cars enter the Glade. Here R. G. Bicknell (who was second in the formula 3 race) leads Alan Brown.



## No. 1498: HUMBER SUPER SNIPE MARK IV SALOON



The Super Snipe has long sweeping lines, and the four-light body style gives the car almost a sporting appearance. The front wings are flared out to provide increased protection and clearance when the wheels are on lock. The keyhole for the lock on the driver's door is placed well below the handle and provided with a cover.

## The Autocar ROAD TESTS

**I**NTRODUCED at the last London Show, the new Humber Super Snipe has created considerable interest. While following the general character established by previous models bearing the same designation, the latest version is completely new in both appearance and mechanical details. The general lines of the car follow very closely those of other post-war models produced by the Rootes Group, and the Snipe has a distinctly modern line, also good wind cheating features and a smooth contour. Mechanically, the most important change is the engine, which has overhead valves and a shorter stroke although the capacity is slightly larger than that of the previous side valve model. Although the latest Snipe looks smaller overall than its predecessor, the interior dimensions are in fact almost identical with those of the previous model, except for the luggage locker, which is larger and of a more useful shape. While maintaining similar interior dimensions the whole passenger compartment has been shifted further forward relative to the wheelbase, with the result that the rear seats are now well within the wheelbase instead of almost over the rear axle. This general forward shift has reversed the weight distribution, the major weight now coming on the front wheels—a factor that improves the general handling qualities.

### Easy Progress

The Mark IV Super Snipe, as it is now called, has an engine of over 4-litre capacity developing 116 b.h.p. at 3,600 r.p.m. It is designed to give a good output low down in the range, coupled with a very useful top end performance. The question of how many miles can be put into the hour is one that depends very much on road conditions, but the Super Snipe is the type of car that seems to be going slowly at 50 m.p.h., and it will cruise very comfortably at around the 70 mark on the very accurate speedometer—on the car tested the speedometer was correct up to 70 m.p.h. and a little slow at higher speeds. Not infrequently an experienced driver finds himself travelling faster in this car than he had judged before glancing at the speedometer. That is always a tribute to a car, no matter what its size. On a well-known 100-mile journey, covered from time to time in different cars, the Super Snipe made one of the best averages recalled by the driver concerned—without fuss and with use only once of a speed above 80 m.p.h., and that very briefly. Such points add up to saying that the latest Super Snipe justifies itself as a big, luxurious form of transport, which also is a pleasure to drive.

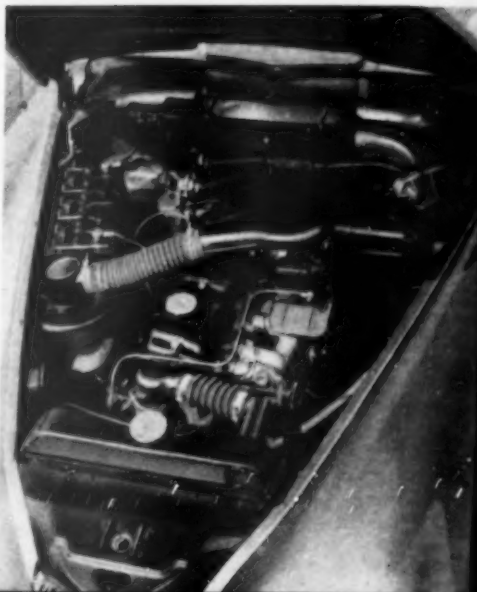
The engine had the latest cylinder head giving a compression ratio of 7.13 to 1 compared with the original head which gave a compression ratio of 6.48 to 1. This change in compression ratio has been made to take advantage of the availability of improved fuel. On first grade fuel there is a very slight trace of pinking, not enough to be easily noticed unless it is looked for; on the medium grades

pinking was more obvious when accelerating, but, even so, not excessive. The engine is very smooth and the car can be treated very much as a top gear model even with the 3.7 to 1 axle ratio fitted to the car tested (the Super Snipe can be supplied with either 3.9 to 1 or 3.7 to 1 ratio axle as required).

In spite of its good flexibility from 10 m.p.h. and less the Snipe has a four-speed gear box with synchromesh on all four forward speeds, although first gear is considered as an emergency ratio and is not normally used even when starting from rest. The synchromesh is very effective and not easily beaten even if very snappy changes are made. The steering column gear change is light in operation; it has a convenient amount of travel from gear to gear, yet there is



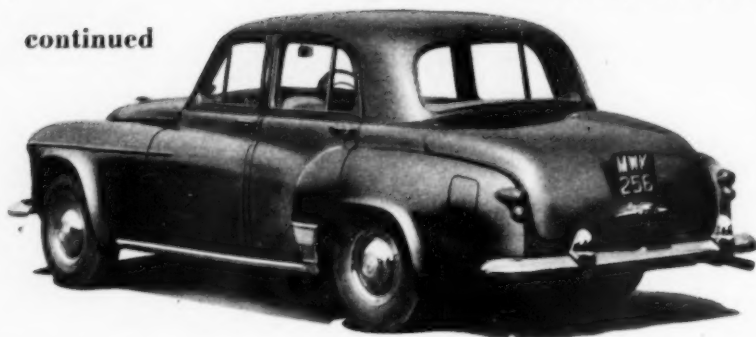
The floor of the luggage compartment is covered with rubber and the spare wheel is placed vertically in a well on the right. The tools are clipped in position to the right of the spare wheel. The luggage locker lid is spring-loaded so that it remains in the open position when necessary.



The space under the bonnet is well filled with the new overhead valve engine and its auxiliaries. A large air cleaner is mounted in front of the battery, on the right-hand side of the car, and the heater unit is placed behind the engine. The two-speed windscreen wiper motor is placed in front of the heater fan on the left of the car. The engine oil filler and radiator cap are readily accessible, as also is the dipstick, not seen in this view.

## ROAD TEST . . . continued

From this angle the large rear window and sweeping contours of the luggage compartment can be appreciated. Reflectors are mounted below the twin rear lights and a trap door in the left rear wing encloses the fuel filler cap, which is not provided with a lock.



a certain amount of spring or flexibility in the mechanism. The clutch is both smooth and light to operate, with about the right amount of pedal movement. It is also well able to stand full-throttle gear changes without undue slip.

A relatively long wheelbase and inter-axle seating is a good basic formula to produce a high standard of riding comfort, and over all types of road surface the car handles well. It is free from pitching, there is very little roll on corners, and the ride in both front and rear compartments is good. The suspension system, with coil springs and wishbones at the front, effectively insulates the occupants from road shocks. The general stability and roadholding enable the car to be cornered very quickly if the driver is in a hurry; also a slight under-steer quality, noticeable under all conditions of loading, results in a satisfactory measure of directional stability. The turning circle is perhaps a little above average, but it is not by any means large enough to cause embarrassment when manoeuvring in a confined space. The steering is fairly light and accurate and does not feel spongy, whilst road shocks are not transmitted back to the wheel over normal road surfaces. Some measure of road wheel movement can be felt at the steering wheel when driving over roads containing potholes. The self-centring action is good.

Bearing in mind the performance potential of the model, some improvement in resistance to brake fade might be desired by owners wishing to use the performance available. It can be seen from the performance data that the braking efficiency (expressed in terms of percentage of *g*) is very high for a quite moderate pedal pressure, and when they are cool the brakes work very well; but during the performance testing and when the car was driven consistently fast on the road a noticeable amount of brake fade was experienced.

The general layout of the driving position is very good and is such as to give the driver the impression that he is driving a car of compact and convenient dimensions. From the driving seat the opposite side front wing is visible and there is a height adjustment for the seat as well as the usual adjustment for leg length. It would be better, especially for a tall driver, if the range of fore-and-aft adjustment were increased slightly. The one-piece bench type seat is well proportioned and very comfortably upholstered, and both the cushion length and squab height are sufficient to give plenty of support. The Super Snipe is a car that does not produce any physical driving fatigue even after very long periods at the wheel. The position of the steering wheel and pedals in relation to the seat is good, and the driver is provided with a place to rest his left foot when it is not operating the clutch; this takes the form of an organ pedal type of dip switch. The throttle is controlled by a similar type of pedal and this, too, is well arranged.

## Vision Front and Rear

There is good forward visibility; the curved windscreen is well raked and this brings the screen pillars fairly far back to a position where they do not obstruct the view unduly, although they are relatively thick. Rearward visibility is good, the window being large and the mirror well placed. A two-speed self-parking windscreen wiper system is used and is very effective. It would be better if the blades were a little longer so that they covered more of the top of the screen. The instruments are grouped in the centre of the fascia, the speedometer occupying the central position with fuel and ammeter on the right, and water and oil on the left. In addition to the instruments on the fascia, a clock is fitted above the rear-view mirror;

Apart from a locker in the fascia there are pockets in both front doors. The cowl over the speedometer can be seen. The concealed running boards are covered with rubber. As well as having the usual fore and aft adjustment, a three-position height adjustment is provided for the front seat.

The rear seat is deep and well upholstered. The squab is shaped at the ends to increase comfort and to provide some side-ways location. Spring-loaded "pulls" are fitted above the rear windows.



no lighting is provided for this, however. The lighting for the facia-mounted instruments is very effective and a two-position switch enables all five instruments, or the speedometer only, to be illuminated. Cowls prevent reflections in the windscreen at night, but some reflection is caused when driving in sunlight, as both the plated horn ring and the direction indicator switch reflect in the screen. The minor controls and switches are grouped below and to the sides of the instruments; all the heater controls (if this optional equipment is fitted) are mounted to the left side, and the temperature and distribution controls are illuminated at night.

The general noise level is very low, both mechanically and as regards wind noise. At low speeds, for example, the car glides along and the only noise is that produced by the tyres contacting the road. At high speeds the wind noise is not excessive; the car is also relatively quiet over regularly placed bumps such as cats' eye reflectors. The

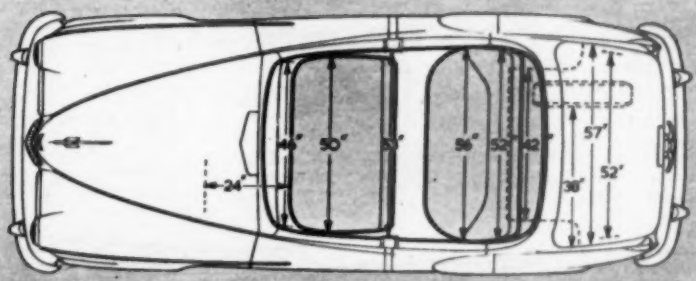
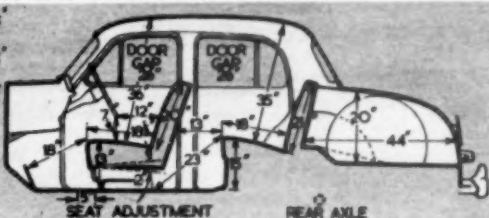
rear compartment is well proportioned and comfortable. There is a useful tray behind the seats and a lockable glove box is provided in the facia. The interior light operates automatically when any of the doors are opened. There is a rug rail on the back of the front seat.

The double-dip head lamps give a good spread of light and satisfactory beam, but a longer range would be useful for high-speed night driving. Mixture control is automatic and starting from cold was at all times very quick; also the engine warmed up quickly. The front suspension has 12 lubrication points which require attention at intervals of 2,000 miles, while the steering links and king pins have a total of 11 nipples which require lubrication every 1,000 miles.

The latest version of this well-known model is a very good-looking car, large by British standards perhaps. It provides very comfortable fast transport for up to six people; it also handles very well.

## HUMBER SUPER SNIPE MARK IV SALOON

WHEELBASE 9' 7 1/2"  
FRONT TRACK 4' 9 1/2"  
REAR TRACK 4' 8 1/2"  
OVERALL LENGTH 16' 5"  
OVERALL WIDTH 6' 7 1/4"  
OVERALL HEIGHT 5' 6"



Measurements in these 1/2 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

## PERFORMANCE

**ACCELERATION:** from constant speeds.  
Speed, Gear Ratios and time in sec.

M.P.H.	3.7	5.255	7.742	11.557
10-30	8.9	6.3	4.7	4.1
20-40	8.9	6.6	5.4	—
30-50	9.5	7.3	—	—
40-60	10.5	8.4	—	—
50-70	12.5	11.6	—	—
60-80	16.7	—	—	—

From rest through gears to:

M.P.H.	sec
30	4.9
50	11.5
60	16.0
70	22.9
80	33.3

Standing quarter mile, 20.5 sec.

**SPEED ON GEARS:**  
Gear

	M.P.H.	K.P.H.
Top	(mean) 90.5 (best) 91	(normal and max.) 145.6 146.5
3rd	60-70	97-113
2nd	40-48	64-77
1st	22-30	35-48

**SPEEDOMETER CORRECTION: M.P.H.**

Car speedometer	10	20	30	40	50	60	70	80	89
True speed:	11	20	30	40	50	60	70	81	91

**TRACTIVE RESISTANCE:** 32.5 lb per ton at 10 M.P.H.

**TRACTIVE EFFORT:**

	Pull (lb per ton)	Equivalent Gradient
Top	250	1 in 8.9
Third	349	1 in 6.3
Second	470	1 in 4.7

**BRAKES:**

Efficiency	Pedal Pressure (lb)
87 per cent	125
78 per cent	100
46 per cent	60

**FUEL CONSUMPTION:**

16 m.p.g. overall for 240 miles (17.7 litres per 100 km).

Approximate normal range 14-18 m.p.g. (20.2-15.7 litres per 100 km).

Fuel, First grade.

**WEATHER:** Fine, dry surface; very slight wind.

Air temperature 60 degrees F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of October 17, 1952.

## DATA

**PRICE** (basic, with saloon body, £1,045. British purchase tax, £436 10s 10d.

Total (in Great Britain), £1,481 10s 10d.

Extras: Radio £49 8s 7d. Heater £17 0s 0d.

**ENGINE:** Capacity: 4,138.8 c.c. (252.6 cu in).

Number of cylinders: 6.

Bore and stroke: 88.9 x 111.1 mm (3.5 x 4.375 in).

Valve gear: overhead, push rods.

Compression ratio: 7.13 to 1.

B.H.P.: 116 at 3,600 r.p.m. (B.H.P. per ton laden 60.0).

Torque 211 lb ft at 1,400 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 22.5.

**WEIGHT** (with 5 gals fuel), 35.5 cwt (3,976 lb).

Weight distribution (per cent) 53.8 F; 46.2 R.

Laden as tested: 38.6 cwt (4,318 lb).

Lb per c.c. (laden): 1.04.

**BRAKES:** Type: F, Two-leading shoe;

R, leading and trailing.

Method of operation: F, Hydraulic. R, Hydraulic.

Drum dimensions: F, 11 in diameter, 2 1/2 in wide.

Lining area: F, 95.5 sq in. R, 95.5 sq in.

(99 sq in per ton laden).

**TYRES:** 7.00-15 in.

Pressures (lb per sq in): 24 F; 24 R, (normal).

**TANK CAPACITY:** 15 Imperial gallons.

Oil sump, 15 pints.

Cooling system, 32 pints (plus 1 pint if heater is fitted).

**TURNING CIRCLE:** 43 ft 6 in (L and R).

Steering wheel turns (lock to lock): 4 1/2.

**DIMENSIONS:** Wheelbase 9 ft 7 1/2 in.

Track: (F) 4 ft 9 1/2 in; (R) 4 ft 8 1/2 in.

Length (overall): 16 ft 5 in.

Height: 5 ft 6 in.

Width: 6 ft 7 1/4 in.

Ground clearance: 7.4 in.

Frontal area: 23.3 sq ft (approx.).

**ELECTRICAL SYSTEM:** 12-volt; 64

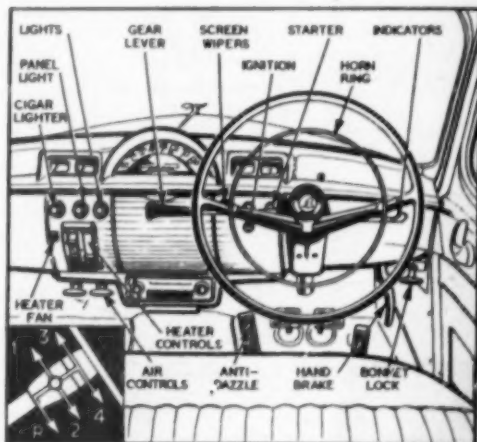
ampere-hour battery.

Head lights: Double dip, 35-35 watt.

**SUSPENSION:** Front, Independent;

coil springs and wishbones; anti-roll bar.

Rear, Half-elliptic.







From the grandstands there was a fine view down the winding course.

WHEN Fiat No. 000 took the road in the thirty-seventh Targa Florio race, the grandstands and pits were sizzling with excitement. Seeking some measure of seclusion, the Lancia management had selected a wayside post about a quarter of a mile up the road to Cerda as the main replenishment station for its team of ten cars. Bonetto, last year's winner, and consequently the favourite, was coming down the road to take up his position for the start when Fiat No. 18 swung across to enter the pit enclosure, and skidded on the wet, greasy road. Instinctively the Fiat driver turned away from the precipice and came into violent head-on collision with the descending Lancia. The impact was terrific, the front of each car being flattened and the mechanic being shot completely through the Fiat windscreen. It was while the ambulance men were rushing round and the ugly word *morte*—fortunately incorrect—was being passed from mouth to mouth, that Fiat 000 started on its journey.

What was Fiat 000 doing in the Targa Florio race?

The man who founded this oldest and most difficult of the world's speed contests is an enthusiast who on several occasions has competed in his own race. He believes that the journalist can appreciate a race of this nature only if he is allowed to mix with the cars in action, to share the race with the drivers; so he provided a car for *The Autocar* writer, placed a photographer aboard and gave full authority to run with the hounds.

We had set out on similar expeditions

in pre-war days. The setting was unchanged; there were the same majestic mountains, the same bubbling enthusiasm. But the actors were not the same. Absent: Nuvolari and Varzi, Chiron and Divo, Brilli Peri and Campari, the great Nazzaro and the veteran Wagner. Many of the new names had only a local reputation; there was a reduced team element and more individual initiative—but the spirit remained unchanged, the flame burned as fiercely as ever.

The imposing Madonie mountain was in an angry mood. The clear sky in which, on the previous day, an eagle had stunted for our benefit, had been replaced by scudding clouds, driven by fierce gusts of wind from inland, bringing with them stinging rain. If the roads were good, much mud had been brought on them by cars manoeuvring to obtain advantageous positions in the fields. Such muddy patches were on dangerous bends and added to the hazards of a race which is hazardous from end to end. To race under such conditions over a 45-mile mountain course calls for both skill and daring.

#### Who Goes There?

In Cerda's long, straight cobble-paved main street, thickly lined with spectators, a *carabinieri* jumped out and endeavoured to bar our passage. Driver Cammerati waved an official paper at him, an officer was called, a few rapid words were exchanged and we were signalled on to climb the winding road which, in a few moments, brought us vertically above the town, with an open view to the grandstands beyond and the Mediterranean in the background.

Fourteen miles from the starting line, after having climbed to an altitude of 1,350ft, followed by a wild descent to a bridge crossing a mountain torrent, and another climb on the opposite side of the mountain, we were in a position to wait for the competitors. From across the deep divide the gusty wind carried a brief growl, a silence, a whine, then another growl. Presently a red speck was seen to

The author has been a contributor to "The Autocar," and has acted as Paris correspondent, for a great number of years. The Targa Florio has been to him a favourite assignment, of which his pre-war reports are still remembered, and from the account on these pages it will be seen that his enthusiasm for the race has not lessened with the passage of the years.

## Eyewitness TARGA

Lancia Win 37th Edition  
of the Sicilian Classic  
with Their New 3-litre

be moving along the green wall in the distance. That must be No. 2, a small Fiat, which had been placed at the head of the starting queue by the drawing of lots. Below us, the road snaked down to the bridge we had crossed, then twisted upwards on our flank of the mountain, six definite hairpins being in view at one time, and nearly four minutes elapsing between the moment we first caught sight of the car and the instant it swung around the hairpin which we had selected as our natural grandstand.

The distance was too short for there to have been many changes. They came in their starting order—2, 4, 8, 10, and so on, for only even numbers were used, and most of the early starters were low-powered cars. The first of the really fast cars was the Lancia, driven by Robert Manzon. The Frenchman had been scheduled to drive one of the new 3-litre Lancias, but when he had appreciated the speed possibilities of this car, and had realized the unusually difficult nature of the circuit, Manzon frankly suggested that he be given one of the 2,500 c.c. models. Only No. 20 was out of position, but then it was a Fiat Topolino, the driver of which had daringly set forth to run with some of the fastest cars to be found in Europe; when he passed us, he had the fiery Bracco, with a works Lancia, right on his tail. Viewed from a distance, all the cars appeared fast on the straight and almost stopped on the hairpins, but when they came to the one on which we had stationed ourselves, and were separated from us by only a few feet, it became possible to appreciate the fine driving skill. Bonomi's Ferrari had chased Bornigia's Lancia from hairpin to hairpin, at times just overlapping, but unable to get by. As he approached our bend a right-hand front tyre punctured on the Lancia. With consummate skill the driver pulled to the right until his outer wheel was on the edge of the drop and it was necessary to climb down the embankment to work on the wheel nuts. But this left the inside of the hairpin clear and the Ferrari roared up the hill.

Cortese's Frazer-Nash first came under



Dame Peduzzi's crash soon after Campofelice.



by W. F. Bradley

on the

## FLORIO

would lie between the Lancias (particularly the 3-litre models) the Ferraris and the Maseratis. Weather conditions being such as they were, the pace was amazingly fast, Stagnoli's Ferrari leading at the end of the first lap with an average of 48.5 m.p.h. Anyone inclined to smile at this speed should remember that, during this run of nearly one hour, there were climbs from sea level to heights of 1,300, 1,800, and 2,000ft; that the circuit comprised 898 distinct bends—a total of 7,148 for the race; that not for one fraction of a second could the driver relax; that even on the four-mile straight by the sea, with

precipice. At intervals he shared the provisions and drinks brought by the more orderly spectators. From their pinnacle the natives, trained through the ages to long-distance observation, spotted the cars on the opposite mountain, picked out their numbers, speculated as to their position and filled the air with their exuberance. On this stretch the drivers had time to get into top gear and nearly reach their maximum before the right-angle bend caused them to change down and apply the brakes to the utmost. One almost shuddered at the tactics of Bracco and Stagnoli, who drove with such

Taruffi's Lancia on the seventh round with an Alfa Romeo 1900 in pursuit.



observation, with exhaust bangs for a few seconds as it accelerated away from each hairpin. The morning was cold, the car had no radiator shutters and engine temperature was too low. Just behind it came Valenzano's Lancia, which had obviously been off the road. Bordoni, driving the bigger of the two Gordinis, had jumped ahead of the privately entered Fiat V-eight, while Cabianca, in a Ferrari, was undoubtedly fast, as was Maglioli in the big Lancia. T. H. Wisdom held his position with the Jaguar, but, according to our approximate timing, had lost a little. He appeared to be very intent and, unlike many of the Italians, had no time for waving to friends on the roadside, if, indeed, he even saw them. The fact that the brake master cylinder was not up to standard left him no margin for friendly gestures. Taruffi drove with the precision one would expect of an engineer, whereas Palmieri in his Ferrari was spectacularly fast, and Gilletti (Maserati) displayed so much daring that one instinctively remarked that he would never go the distance. Forty cars went by. There was one notable absentee, the Maserati which was to have been driven by Fangio. This car was considered not to be in racing trim and arrangements were made for Fangio to team up with Mantovani, each man driving half the distance.

Even this short preliminary run was sufficient to show that all the competition

its possibilities of 140 m.p.h., the surface and the rain made complete concentration essential, and that since 1906 the most skilled drivers in the world had not been able to improve on this speed.

Another feature about the Targa Florio is that the drivers are sent away on the open road with none of the usual race protections. Mules have been tethered, goats have been fastened up, police and military are on duty in three villages, but on the entire circuit there is not a bale of straw, not a single sandbag; no signals, and no marshals. The Targa Florio is a school of stern efficiency in which there is no room for the pampered.

### Everywhere, the Natives

Leaving the heights of Caltavuturo on our right (the former and longer circuit went through this town) we found a vantage-point on a short, straight ledge, ending in a sharp right-hand bend, from which the road pitched downhill, and on the outside of this bend a pinnacle of jagged rocks crowned with spectators. On the inside a vertical cactus-studded wall held pin-holes which only an eagle or a Sicilian could reach—and the natives were there. On the road a single soldier protected the bend, his weapon being a long broom which, when brought into action, gave the youngsters the choice of scaling one of the peaks or going over the

abandon that tyres and brakes shrieked in protest and one wondered that something did not give way. Dame Peduzzi was the only lady in the race. She was driving a modified Fiat which, in America, would have been described as a "hot rod," and on the second of the eight laps, as she changed down and braked, she went into a series of skids which, for a few seconds, looked as if they would end in her crashing into the rear of our car.

On a ledge below, Heeks, driving for the first time in a 1,500 c.c. Porsche, provided a thrill which he hopes will never be repeated. While being overtaken by one of the big Lancias he appeared to have been squeezed somewhat and was probably just touched, with the result that he swung around, the rear-engined car not being particularly stable on the wet surface, and headed for the precipice. A post was knocked down, the front wheels went over, and just as the driver was expecting the final plunge into space the extra weight on the rear brought the car to a standstill. Striking a greasy patch on one of the narrower and heavily cambered portions of the road, Wisdom's Jaguar spun completely, the rear wheels dropping into the gully. He was able to extricate himself after the loss of a few minutes. When Manzoni ran off the road, he had to conclude that even the 2,500 c.c. Lancia was too much for him.

## Eyewitness on the Targa Florio

—continued—



The road bends left and right through the old fort of Campofelice.

Leaving our 2,000ft peak near Caltavuturo, we rushed downhill at racing speed, so as to diminish the risk of being overtaken by the competitors, to a level of 700ft near Scillato, where the road doubled back on itself and led us to a ledge from which we could have flung stones, had we been so minded, on to the cars below. On this lower level were two abandoned cars: Palmieri's Ferrari with a wrecked differential and the Frazer-Nash driven by Cortese, who won the race two years ago, with a broken universal. The two drivers were taken aboard No. 000.

From the Scillato ledges the road ran almost continuously downhill until it entered the granite-paved streets of Collesano. If there were no hairpins on this stretch, the road here twisted in such rapid succession that the car appeared to jump from the inside of one bend to the outside of the next, calling for lightning changes of gear from third to fourth and back again, with constant jabs at the brakes. In the distance, beyond Collesano, the huge mass of pyramid-shaped mountain stood out almost black, with streaks of dark green running down it, and its peak lost in the mass of jet-black clouds. Around us rain fell heavily, but the luscious green fields to the east were sparkling in brilliant sunshine.

By the side of the rising road above Collesano, signposts warned motorists to "Beware of boulders," for although the

country here had become more luxuriant the rains at times loosen the masses of rocks on the highlands and send them crashing to the road below. No precautions were taken against such a possibility. Swinging round an easy left-hand bend on to a down grade we came upon the small, low-built No. 10, which, with Dame Peduzzi at the wheel, had passed us only a short time before. The car had jumped the kerb, mounted the bank, struck a huge boulder, jumped from that to a second rock and then come to a standstill among prickly cactus and luxuriant wild geraniums. Its front was much damaged, one head light was burning and a signal light was maliciously blinking. The lady had been carried away, but reports said that her most serious injury was a broken wrist.

### Down to the Med'

Campofelice is a centuries-old Mediterranean fort, then enjoying rain and sun, where the road appeared to be about to plunge into the sea but decided, at the last moment, to make a left-hand bend and run parallel with the Mediterranean, level and mostly straight, for a distance of four miles.

During our mountain tour we had been able to get only impressions of the positions of the competitors. The Maseratis were proving better than the Ferraris, but whether the former were defeating

the Lancias was rather doubtful. Bracco, too impetuous for a race having so many hazards, had crashed and disappeared from the contest. But Lancia still had two superior drivers in Taruffi and Maglioli. To offset this, Maserati had Fangio, who would come in fresh at the beginning of the fifth lap, taking over from Mantovani. Taruffi had so impressed us that we had remarked, "He's the winner." At half-distance he was lying eighth and was eight minutes behind his team-mate Maglioli. But as Fangio came on the scene the weather improved and the pace became faster for everybody. Taruffi moved up from eighth to third place, behind Giletti's Maserati, and with Fangio's Maserati behind him. The seventh lap was Taruffi's most brilliant performance, for he covered the circuit at the record average of 54.1 m.p.h., and on the seashore stretch was timed at 125.66 m.p.h. for the flying kilometre. This gave him the lead, 1min 27sec in front of Maglioli, and more than six minutes ahead of Fangio.

### Throw-away

Lancias had two cars in the lead, followed by two Maseratis, but Taruffi was practically three minutes ahead of the first Maserati and 6min 29sec in front of Fangio. Did the team manager become unduly alarmed at the Fangio menace, or did he make a mistake in his timing? Whatever it was, Taruffi, leading and with the race well in hand, received the signal "Speed up." Fangio was ahead on the road, having started with a lower number, but was behind in elapsed time. In a great road race there is no time for discussion or explanation and Taruffi endeavoured to obey orders, assuming that there was some danger of which he was not aware. Too much was being asked of even such a master driver and on the rise towards Caltavuturo, near the Masetti monument, he failed to get round a bend. The firm which had won the race last year was in no danger of losing it in 1953, for Maglioli just stepped into first position, nearly two minutes ahead of the audacious Giletti and more than five minutes in front of the much-feared Fangio. As we met him after the event Taruffi quietly remarked, "Lancia taught us, years ago, that the first condition for winning a race is to remain on the road." "Are you really tired?" enquired Vincenzo Florio.

"Not too much," was the unguarded reply. "Then I think next year we might add two more laps," said the Sicilian sportsman, "that will only be 150 more miles."

Of the twenty who finished we wondered how many would have cared to face two more rounds of this most romantic, difficult and searching circuit in the world.

First arrival—Maglioli's Lancia, with its long cool-air intake for the carburettors.



### RESULTS

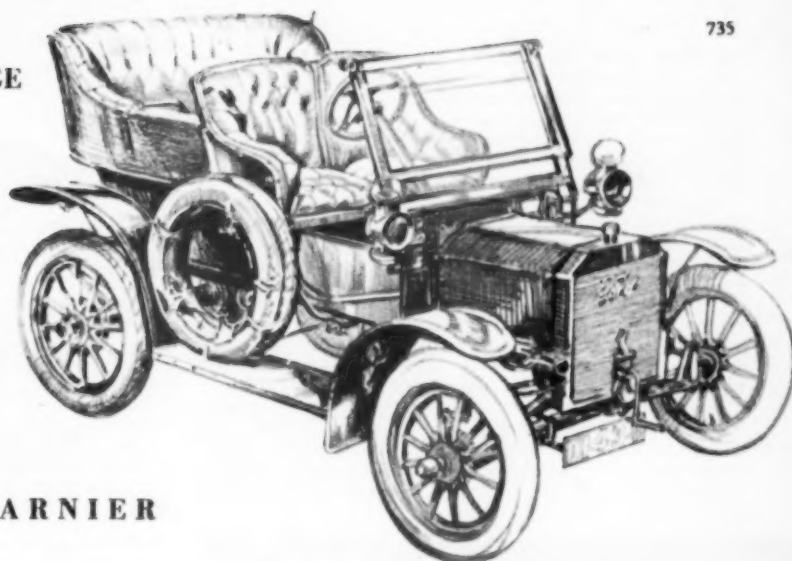
Race distance 357.9 miles, 8 laps of 44.7-mile circuit

1. Lancia 3,000 (Maglioli). 7h 8m 35.4s, 50.115 m.p.h.
2. Maserati 2,000 (Giletti). 7h 10m 15s;
3. Maserati 2,000 (Mantovani and Fangio). 7h 11m 43s;
4. Lancia 2,500 (Valensano). 7h 18m 47s;
5. Gordini 2,300 (Bordoni). 7h 19m 27s;
6. Ferrari 3,000 (Cabanca). 7h 27m 1s; 7. Lancia 2,500 (Borghia). 7h 29m 11s; 8. Ferrari 3,000 (Donomi). 7h 35m 18s; 9. Ferrari 3,000 (Stagno). 7h 37m 24s; 10. Lancia 2,500 (Pucci). 7h 39m 26s;
11. Maserati 2,000 (Musso). 7h 46m 22s; 12. Alfa Romeo (Tramontana). 7h 52m 32s; 13. Alfa Romeo (Musmeci). 7h 55m 52s; 14. Nardi Danese (Pio-colo). 7h 57m 59s; 15. Banguellini (G. Musso). 8h 0m 39s; 16. Ferrari (Bordonaro). 8h 5m 30s; 17. Jaguar (Widom). 8h 5m 37s; 18. Lancia Aurelia (Tola). 8h 17m 25s; 19. Ferrari (Mustelli). 8h 31m 30s; 20. Porsche (Jocko). 8h 31m 57s.

Fastest lap: Lancia 3,000 (Taruffi). 49m 37s, 54.1 m.p.h. Fastest timed kilometre: Lancia 3,000 (Taruffi). 125.66 m.p.h.

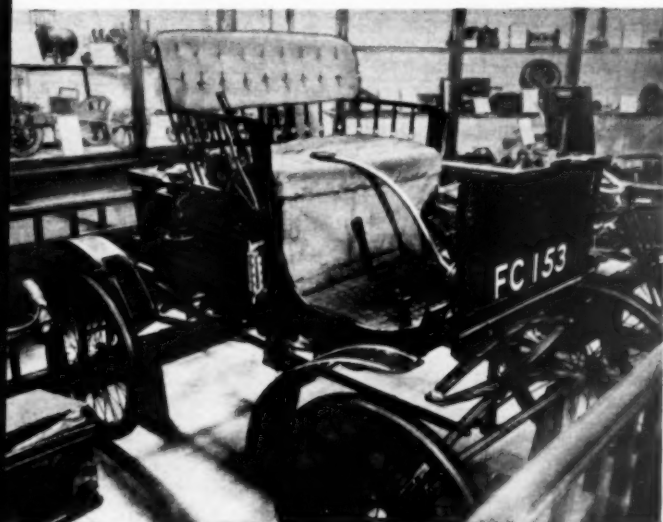
# MILESTONES OF A BYGONE AGE AT SOUTH KENSINGTON— THE NEED FOR A NATIONAL MUSEUM

Forerunner of the immortal Model T, this Model N Ford employed the well-known foot-operated epicyclic gear change which was used on these cars until 1925.



By PETER GARNIER

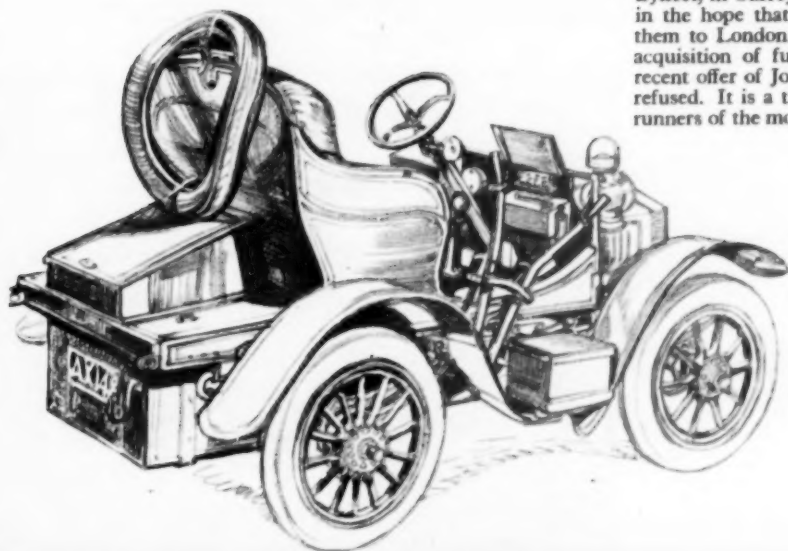
## OLD AND MILED



THIS is a year in which there is a tendency to look over the shoulder into the past, a luxury in which the motorist can indulge by a study of the veteran era. Outside the V.C.C. meets, however, opportunities are not frequent, but a permanent one exists in the Science Museum, South Kensington, London, where a number of fine old vehicles is displayed.

Museums share with Chaucer and Shakespeare the completely unfounded reputation of being dry, dull and dreary. It is the sad but inevitable legacy of childhood; compulsory educational conducted tours of the local museum as a poor substitute for games on wet afternoons produce an adult state of mind that boggles at the thought of enormous musty-smelling galleries lined with glass cases containing objects of infinite antiquity, which exist only in museums. We reach man's estate with this conception firmly in our minds and unless a strong interest compels us to delve into some particular subject, the museum, like the skipping rope, holds no further appeal. It is a great pity in many ways, and, from the motorist's point of view, a visit to the Science Museum is additionally worth while for the resulting sense of relief and gratitude that road transport has progressed as far as it has.

Unfortunately, the collection of vehicles on show does not include all those in the possession of the museum. Through acute shortage of space, many cars are stored near Byfleet, in Surrey, where they cannot be seen by the public, in the hope that one day space may be available to bring them to London. This shortage of space also prevents the acquisition of further examples and, because of this, the recent offer of John Cobb's land speed record car had to be refused. It is a tragedy that historic and irreplaceable forerunners of the modern car cannot be preserved and exhibited



Above, left: Almost buggy-like in appearance and unmistakably American is the Stanley Steamer, which is in beautiful condition. The 10 h.p. two-seater Rolls-Royce (left) was built in 1905. It has a vertical twin-cylinder engine with a three-speed gear box and a live rear axle. This example is still in good working order.



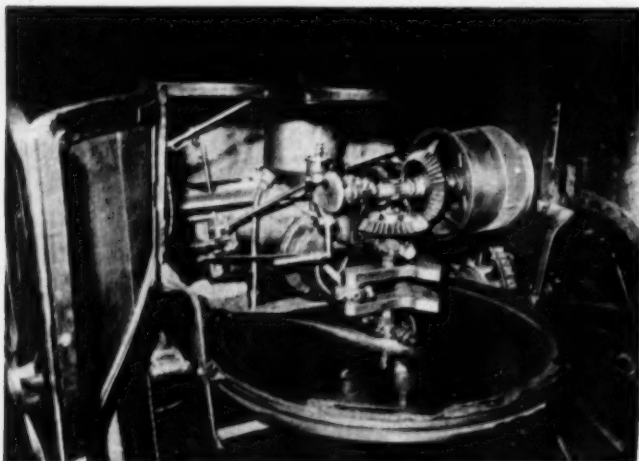
collectively under one roof, and one hopes that, before too many have perished or have been lost to America, some benefactor will realize the need for a national car museum and provide the funds necessary to build one. There is no question that this would be thoroughly well received; there is no lack of enthusiasm on the part of the public, as is proved by the large numbers that go to South Kensington.

The collection there is representative but far from being comprehensive; the earliest petrol-engined car is the Benz-Roger of 1888 and, together with some very beautiful models, the collection covers the period up to just before the last war. It is not considered necessary to bring the collection up to date because developments have been of a comparatively minor nature in modern times. In the early days no single idea or conception had been proved and each manufacturer was branching out on his own and experimenting with widely differing ideas.

Typical of this diversity in thought is the three-wheeled Benz-Roger, probably the first petrol car to be imported into this country. The water-cooled single-cylinder four-stroke engine is placed over the rear axle and develops 1.5 b.h.p. at 250-300 r.p.m. The crankshaft is placed



This German taximeter, made in 1909, recorded the fare in the same unhappy way that modern ones do, but in a more picturesque manner.



Placed horizontally above the rear axle, the four-stroke single-cylinder engine of the 1888 Benz-Roger produces 1.5 b.h.p. The horizontal flywheel was considered necessary to avoid gyroscopic action on the steering.

vertically, with a large horizontal flywheel, because, it was considered, the gyroscopic action of a vertical flywheel would affect the steering; subsequently, in 1890, this arrangement was found to be unnecessary and was abandoned. A two-speed chain-driven gear box is used and the carburettor is heated by exhaust gases by-passed from the silencer. Despite its great age, it is still in running order and is of particular interest, as it represents the first attempt to produce cars on a commercial scale. Benz himself found difficulty in selling his products, but the efforts of M. Roger to market them on his behalf in Paris were more successful; between 1893 and 1900 the Benz company produced more than 4,000 three-wheeled cars.

Deserving pride of place as the prototype of a layout which has been employed ever since, is the 1894 Panhard and Levassor; this car was brought to England in 1894 by the Hon. Evelyn Ellis. Developing 4 b.h.p. at 800 r.p.m., the 15 deg V-twin engine is mounted at the front and drives a longitudinal shaft through a leather-lined friction clutch. This shaft slides in its bearings and the clutch is held in contact by a spring pressing on the rear end of the shaft; it is disengaged by pressure on a pedal.

The gear box, though crude and totally exposed, is the forerunner of the modern box. Above the clutch is another fore and aft shaft, with four spur wheels of different sizes spaced along its length; the lower, clutch shaft carries a sliding sleeve with four corresponding wheels. This sleeve

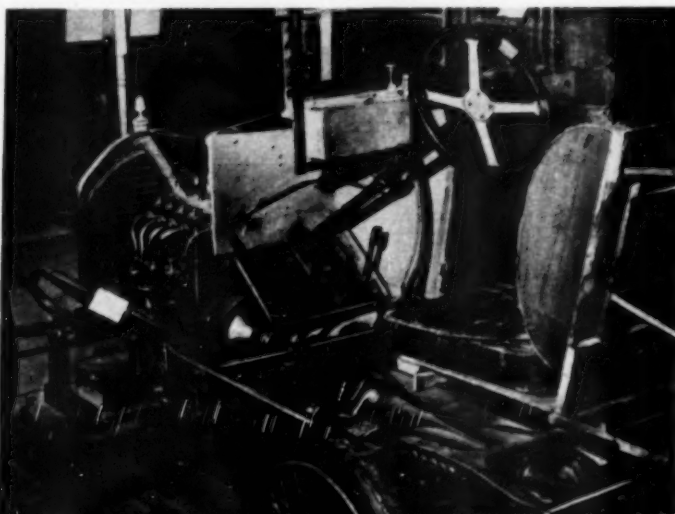
can be moved in a fore and aft direction by means of a gear lever; thus, any of the four pairs can be engaged. The four different ratios give speeds of 3, 7, 11 and 15.5 m.p.h. The upper shaft has a bevel wheel at its after end, which meshes with either one of two bevels mounted on the countershaft, depending on whether the driver wishes to go forwards or backwards. The rear wheels, running loose on their axle, are chain driven from sprockets on each end of the countershaft, the chain wheels being bolted direct to the wooden spokes of the rear wheels. Braking is by a band brake on the countershafts, operated by a pedal, and by brake blocks applied to the rear wheels by a hand lever; application of either brake automatically disengages the clutch. The wheelbase and track are 5ft 6in and 4ft 5in; the driving wheels are 42in and the front wheels 31½in in diameter. The weight is 15cwt, which gives the depressing figure, by modern standards, of 5.3 b.h.p. per ton.

### Daimler

Progressing chronologically past a Léon Bollée tricycle of 1896, an 8 h.p. Lanchester of 1897—the second car to be produced by this firm—and a de Dion Bouton tricycle of 1898, an example of which averaged 28.1 m.p.h. in the Paris-Bordeaux race in 1899, the next exhibit that marks a definite stage in the development of the car is a Daimler which was presented to the museum by Lord Montagu of Beaulieu. Built in 1898, this car was driven by Lord Montagu in the Paris-Ostend race of 1899 and finished third.

By now designers had begun to follow a layout which subsequently has changed only in detail. The Daimler has a four-cylinder water-cooled engine with cylinders cast in

In 1911 Ettore Bugatti produced a small car, the licence for constructing which was sold to Peugeot and several thousand Bébé Peugeots were built. This example, unfortunately sectioned, dates from 1915.





## OLD AND MILED . . . continued

pairs. The engine is mounted at the front of the chassis frame, behind a radiator and in front of a bulkhead, which carries the petrol tank; still keeping to the long stroke, slow-revving tradition, it develops 12 b.h.p. at only 700 r.p.m. A leather-lined cone clutch transmits the drive to a four-speed gear box nearly 2ft in length. There is a countershaft at the rear end of the gear box and sprockets on either end of this drive the rear wheels by chains; reversing is effected by sliding bevels. In keeping with the current practice of those days, two braking systems are provided; a pedal applies brake blocks to a drum on the countershaft and a hand lever operates external contracting brakes on the rear wheels. The latter were as necessary for fast cornering as was the steering wheel; unlike the power-provoked four-wheel drift technique of modern racing drivers, their early counterparts slid the car's tail round by locking the rear wheels.

### Rapid Progress

These early exhibits serve to show the immense advances that were made over a comparatively short period—developments which, in the space of little more than ten years, bridged the gap between the widely differing experiments of the earliest pioneers and the layout which, modified progressively almost beyond recognition, has been accepted up to the present day. The progressive stages in this modification are shown in the museum by means of the models and actual cars which, with the inevitable gaps caused by lack of space, complete the collection.

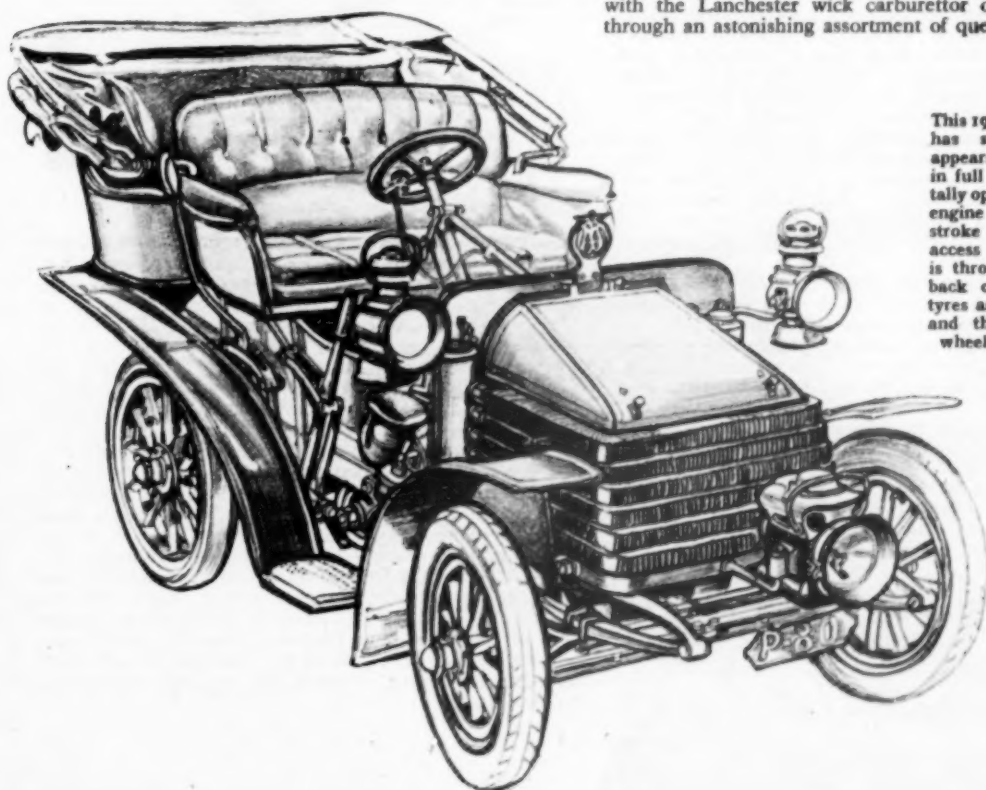
There were, of course, occasional outstanding designs—remarkable even in a remarkable age—which set a standard in excellence, economy or in some other feature, to be followed by designers for many years to come. Among these is the 10 h.p. Rolls-Royce of 1905, which achieved a degree of silence, reliability and smoothness of operation never before hoped for. The 1906 Model N Ford, too, is note-



Built by Rex Hays, this model of a 4½-litre supercharged Bentley is accurate to the smallest detail.

worthy as the forerunner of the immortal Model T, and the ten million cars of this design that were produced between 1909 and 1925. This model used the well-known Model T epicyclic gear change operated by pedals. The Ettore Bugatti-designed Bébé Peugeot, unfortunately cutaway in this case, was introduced in 1912 and was the first of the miniature four-cylinder cars to be built on large car lines. The water-cooled engine has the gear box mounted behind it; the cylinder head is of T form and valves are operated by camshafts in the aluminium crankcase; the head, block and crankcase are cast in one. An inverted cone clutch is used and there are three forward speeds and reverse. Shortly to join the Peugeot in the small car class is a 1922 Austin Seven, the second of these little cars to be built.

In addition to the cars and models themselves there is a collection of accessories at South Kensington which, covering the period from the very early days, makes an absorbing study in itself. Notably, the collection of carburetors and vaporizers is interesting and instructive; it starts with the Lanchester wick carburetor of 1897 and runs through an astonishing assortment of queer-looking instru-

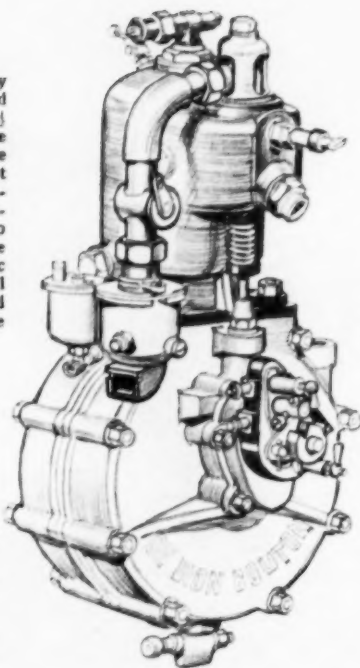


This 1903 7.5 h.p. Wolseley has something of the appearance of a galleon in full sail. The horizontally opposed twin-cylinder engine has a bore and stroke of 4in x 4.5in and access to the rear seats is through a door at the back of the car. Solid tyres are used at the back and those on the front wheels are pneumatic.

Very popular in its day for cars, tricycles and motor cycles, this 3½ h.p. single-cylinder De Dion engine was the first successful attempt to produce a comparatively high-revving engine—speeds of 1,500 to 1,800 r.p.m. were achieved. Automatic inlet and mechanical exhaust valves are used and the bore and stroke are 80/80 mm.

## OLD AND MILED

... continued



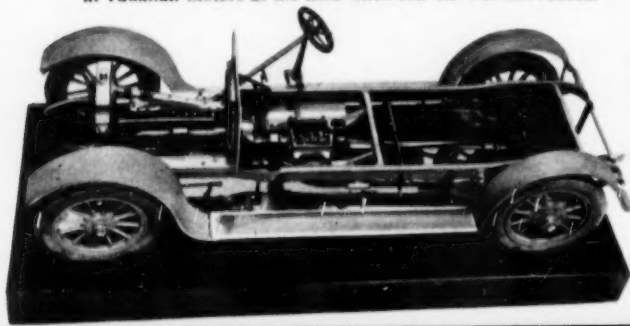
ments right up to the latest in S.U.s. Speedometers, petrol pumps and ignition systems are represented, and the collection showing the development of the sparking plug is well worth studying.

There is, too, the inevitable collection of small boys. Most of these seem to be there through a genuine sense of interest, but there is the unruly element. An accompaniment of background music is provided by the continuous clanking of an Austin Twenty four-speed synchromesh gear box as numerous future motorists heave lightheartedly on the gear lever in passing. The date of the gear box is 1933 and no doubt the selectors have withstood this treatment daily ever since; what an excellent proving ground for components! It is a horribly ageing experience to see these children laughing derisively at some of the more impressive cars of the early 'twenties—cars which, in their youth, produced respectful cries of "Ooh, look!" from the younger generation of those days. If one was fortunate to be seen awheel in such impressive machinery by one's childish contemporaries one became an object of envy for having a father sufficiently well informed to drive such a car.

It is an extraordinary fact about the museum that, after a morning spent browsing round in the atmosphere of the old cars, one becomes so engrossed that one is carried temporarily back to Edwardian days. It is almost unbelievable, on stepping out into Exhibition Road, to see modern cars; one expects a scene of Edwardian elegance and horseless carriages.

This is just as it should be, but the Byfleet scene brings forcibly home to one how very much more impressive the collection could be if it were assembled under one roof. At South Kensington the early cars give the feeling of being small, as indeed many of them were, by modern standards. At Byfleet, however, one realizes that this is not so; a 1910

Such is the truth of detail in this one-eighth scale model of a 27 h.p. Vauxhall of 1910 that, but for an ignition system—impossible to make to the same scale—it would start and run. It was built by Mr. E. W. Fraser, who worked in the toolroom at Vauxhall Motors at the time when this car was introduced.

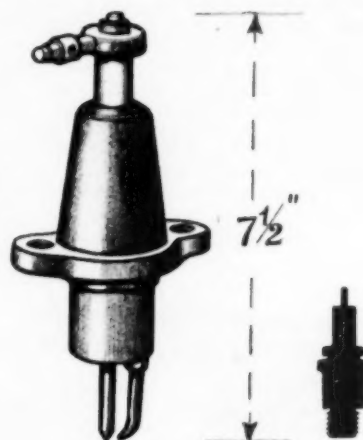


Rolls-Royce, in floor space, equals two or three Léon Bollée tricycles, so it is inevitable that the larger cars should be banished. Thus, one wanders insignificantly among the assembled cars, coaches and carriages, in the hangar in which they are stored, with their shapely leather roofs towering upwards.

About twenty cars are there, the earliest of which is Colonel Crowther's steam carriage which he completed in 1865 and in which he went on his honeymoon. One wonders how his bride reacted to the smoking and hissing juggernaut! There is a 1913 Lanchester with the engine placed alongside the chauffeur's seat and housed in a polished mahogany case. The whipcord upholstery and the appointments and trimmings of the rear compartment are luxurious beyond words. It was amusing to recline in the comfortable seats with the voice pipe to the driver close at hand and to imagine the admonitions that must have passed between the owner and James, at the wheel, when he was rash enough to indulge in a little dicing. Alongside the Lanchester is an elegant horse-drawn carriage, undoubtedly "property of nobleman," judging by the coats-of-arms and ducal crowns emblazoned on the doors. The carvings and decorations on this carriage are extremely beautiful, even to the crests on the door handles. The interior is upholstered in turquoise brocade with trimming to match, and the head lining is of pleated silk in a similar colour. The doors, as with most of these old vehicles, shut with a craftsmanlike click.

There is a 1910 Unic which was running as a London taxi until its owner retired in 1923 and presented his stock in

Used in conjunction with a coil and battery, this 1888 Bens sparking plug is shown alongside a modern 14 mm plug.



trade to the museum. One of the first Coventry-built Daimlers, made in 1899, and smartly finished in yellow and black, stands alongside a 1923 Wolseley. This car was bought new and driven exclusively by an elderly lady who when she became too old to drive, presented it to the museum to avoid its falling into less appreciative hands. It has covered only 5,000 miles and looks like a new car. The overhead camshaft four-cylinder engine bears a significant resemblance to that of the early Morris Minors and M-type M.G. Midgets.

There is something tragic about these monuments to a past age in the sense that the pace at which we live no longer permits the painstaking and brilliant craftsmanship nor the time required to build them. It is sad in many ways; but there was a still, small voice that said, as one climbed into the quantity-produced saloon that waited outside, "Which would you prefer; to prime the cylinders and swing the engine until you were exhausted, and get cross and hot and dirty in the process, or just press the starter switch? And, of course, there is the heater, and the wireless is a blessing, and the brakes do work." Perhaps the still, small voice had something; or could it be, possibly, that we are becoming soft?



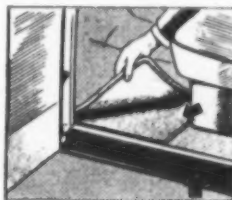
By Appointment to the late King George VI  
Manufacturers of Land-Rovers  
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## Rover worth goes deep

The owner of a Rover car may well congratulate himself upon the soundness of his judgment; for, as the years and miles mount up, this fine car reveals itself as a model of economy, reliability and good taste in the best tradition of British craftsmanship and engineering. There's always a buyer waiting for a used Rover.

*Even at high speeds the absence of noise is astonishing. Rover designers have checked sounds at source by the application of rubber mountings between frame and body, rubber pads between front coil springs and chassis, sound-proof spraying and heavy felt floor coverings.*



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The Cop-Sil-Loy Brake Special will be driven by Andy Linden, shown here in the driving seat.



## Indianapolis Forecast

AN AMERICAN ENTHUSIAST RUNS OVER THE FIELD FOR MAY 30

**M**ORE power, more speed and more cars fighting at the finish! That's how it looks to the racing fraternity for the 37th Annual Indianapolis Memorial Day 500-mile speed classic (May 30). Racing enthusiasts are asking: Has anything new been added? Have they "gone about as far as they kin go?" What has Chrysler up its sleeve? How much speed and wear will the new Firestone tyre give? How about the nine cars with offset engines?

The pace will be fast. Average speed should go up  $1\frac{1}{2}$  to 2 m.p.h., weather and track conditions permitting. The winning car could maintain an average of 130 m.p.h. The one-lap record could go to 142 or 143 m.p.h. And it looks as though the late Chet Miller's 139.034 m.p.h. four-lap record, set last year in a Novi, will be surpassed. Chet will be sadly missed on race day.

Seven new Kurtis-built cars have offset engines. Top-notch drivers say that cars

with offset engines provide better handling characteristics owing to the lower centre of gravity. The advantage is that it shifts to the left side approximately 150 lb, depending on the amount of offset. This means more even tyre wear and better traction during the 800 left-hand turns in the 500 miles.

Engines are generating much talk this year. Meyer and Drake's present model four-cylinder Offenhauser 270 cu in (4.4-litre) engine, in popular use at Indianapolis for so many years, probably will power 25 or 26 of the 33 qualifying cars. Some experts feel that the four-cylinder models have gone about as far as they can go in developing horse-power without the hazard of greater mechanical failures. Twelve new "Offies" were built this year, and several changes were made. The crankshaft is now machined from a drop-forging, the forging forming the crank throws to required shape. Greater reliability is expected because of

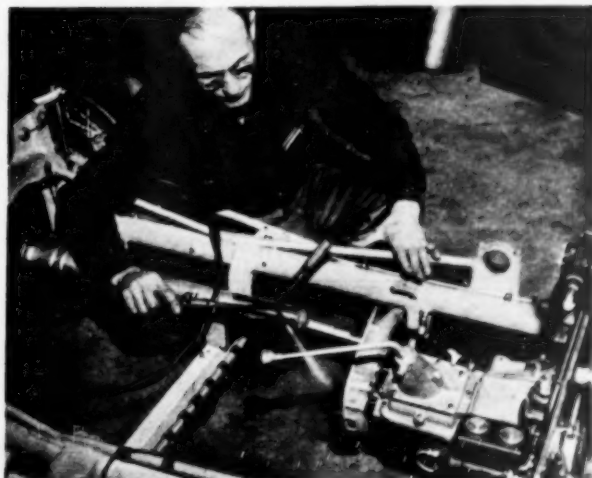
improved grain-flow characteristics. Previously, all cranks were machined from round billets. Another improvement is the water pump drive, now through an involute spline coupling in place of the tongue and slot on previous engines.

Engine designers are saying that something new in engines is needed to revitalize Indianapolis racing. V-eights will again be tried this year, although it is agreed that they may not be the final answer.

### Chrysler's Effort

Lou Meyer, vice-president of the Meyer and Drake Engineering Corporation, of Los Angeles, takes this attitude toward the development: "While our company is also considering plans for a V-eight, we will, like all the engine designers and builders, be carefully watching the performance of the V-eight this year. We're glad to see the modified stock car engines entered, notably the Chryslers. They're certainly creating a lot of interest, which is good for racing. Also, we welcome competition. It will be interesting to see whether such engines can successfully compete with engines designed solely for racing."

Chrysler are known to be spending a large amount of money modifying several stock engines to conform to Indianapolis specifications. It is known that three engines will be 4½-litre V-eights; Murrell Belanger, Crown Point, Indiana, has entered one car and Roger G. Wolcott, of Indianapolis, the other two. These cars will certainly attract much attention because of the excellent performance of a Chrysler engine during special tests at the Speedway last summer. The Chrysler engine used at that time had the stock displacement of 331 cu in (5.4 litres), larger than the maximum of 274 cu in (4½ litres) permitted under Speedway rules. Chrysler engineers apparently



Roscoe Ford, designer of the Cop-Sil-Loy Brake Special, working on the transfer gear at the after end of the gear box, which permits the propeller shaft of the car to be offset 8 in from the centre line.

## Indianapolis Forecast . . . . . continued

solved that problem by reducing the stroke of the crankshaft sufficiently. It is understood that the company made a new crankshaft forging die to do so. While it is believed Chrysler is running up to 7,000 r.p.m., experts wonder whether this can be maintained for the four-hour grind.

Much talked about, too, is a J. C. Agajanian entry powered by a reworked Studebaker V-eight engine. It looks as though Chuck Stevenson, A.A.A. champion, will be the pilot. W. C. Utzman, who supervised all the engine work, reports dynamometer tests of 370 b.h.p. at 7,100 r.p.m. using methyl alcohol. All tests were run at 12.8 to 1 compression ratio, which will be maintained for the race.

Utzman's V-eight engine now has an 18 lb cast magnesium sump for better oil cooling and increased block rigidity. Special bearings were made for the engine. A special scavenger pump for the crankcase was built, using three stock Studebaker oil pump gears in one unit.

mission on the left side of the cockpit and the driver below the drive line. The eighth car will have a Chrysler V-eight in a vertical and central position.

Fibreglas parts will make their debut at Indianapolis in radiator shell and tail sections on five of the new Kurtis cars. The primary advantages are weight and labour saving, according to Frank Kurtis. A Fibreglas coating is used on fuel tanks for its vibration absorbing qualities, and to reduce the hazard of tank leakage. Kurtis Kraft cars this year will include 75-gallon fuel tanks. The streamlining of the Series 500B cars is improved. Usual chassis parts such as torsion bars, spring dampers and steering linkage are no longer exposed but hidden beneath the skin.

William B. Ansted, Jr., of Indianapolis, is again entering the car which featured an off-centre drive shaft last year. It is renamed the Cop-Sil-Loy Brake Special. The car's designer and chief mechanic, Roscoe Ford, made two major changes.

ready to go, but Chet Miller's fatal practice crash has left only Duke Nalon to drive. Jean Marcenac, chief mechanic, feels he has the correction of last year's trouble. The supercharger drive shafts which broke on both cars were strengthened by modifying the design, and by use of different material and heat treatment.

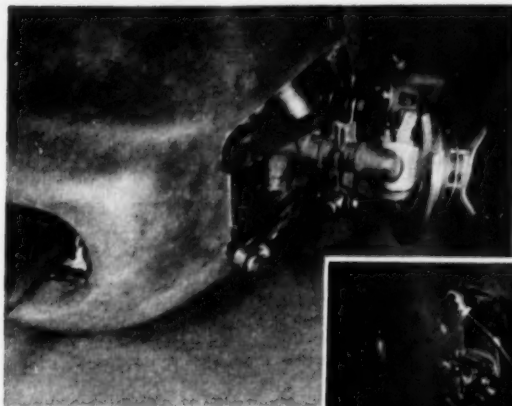
The Ferraris, much heralded invaders of last year's race, will be represented by a Howard Keck entry, the only one entered up to press time. The Ferrari management, it is understood, needs more time to modify its own cars. Work on engine changes is reported, with the Italians said to be attempting to raise the horse-power another 50 or 60 h.p. In all probability they will turn up in 1954.

Rear-wheel drive cars again predominate. Each year, as the speeds increase on the turns, the front-drive design seems to encounter greater front tyre wear problems. This is owed, no doubt, to the increased weight on the front end inherent in this design. A majority of cars will be equipped with the Hilborn-Travers fuel injection system. It has become increasingly popular because of the simplicity of design and minimum necessity for adjustment. Excluding the Novi, there are few supercharged entries.

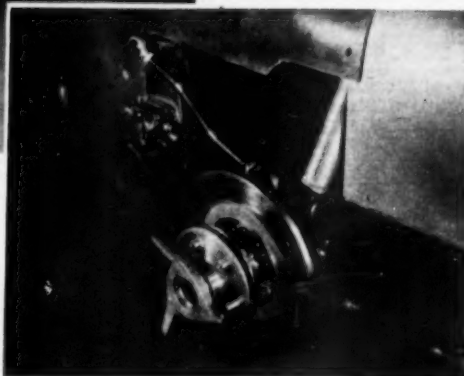
### Improved Tyres

New Firestone tyres will appear on all cars this year with the possible exception of one or two foreign entries. Designed primarily for improved lasting qualities, the new tyres, according to driver George Connor, can be expected to give about  $1\frac{1}{2}$  m.p.h. increased speed. The tyre was given a long series of tests at the Indianapolis track from July to December with Connor doing all the test driving and using four different Indianapolis racing cars. Tests were run at an average speed of 135 m.p.h. The new tyre, with its  $\frac{3}{4}$  in wider area of road contact, provides more traction area. The overall area of contact is about 18 sq in, depending on the weight of the car. The rear rim is 7 in wide compared with the 5.5 in rim used previously. The front rim will be either 5.5 in or 6.0 in instead of the former 4.5 in. Inflation pressures will remain the same, approximately 40 lb. Pure nitrogen for tyre inflation will again be used.

Track talk! A large group of car owners is instituting this year a movement aimed at prohibiting the use of nitro-methane at the track. Used as a fuel additive, the chemical produces increased horse-power. But the owners' group feels it is still too early to allow its regular use, as a lack of experience with it has resulted in damage to engines.



Front and rear suspension on the new Kurtis Kraft Series 500B. Left: The front assembly, comprising the torsion bar link (upper), radius rod (lower), telescopic spring damper and disc brakes. The radiator shell of the 500B is Fibreglas.



Right: Rear brakes are also disc and the rear suspension employs a torsion bar link in the lower position and a radius rod in the upper.

It will be mounted on the front of the crankcase and driven off the crankshaft.

Kurtis Kraft cars will once more dominate the Indianapolis oval. Builder Frank Kurtis, whose chassis designs have contributed much to Indianapolis racing, built eight new cars for the race, termed the Series 500B. They are based essentially on the Keck Fuel Injection Engineering Special in which Vukovich made such a fine showing last year. Chief modifications are the use of transverse torsion bars on the rear as well as the front, placing of the torsion bars forward of the axle in front, widening of the body 6 in, and better streamlining.

Seven of these new cars will mount an Offenhauser 270 cu in engine on the left side. Three engines will be placed 8 in off the centre line, inclined 36 degrees from the vertical, and four will be 6 in off centre but vertical. This offset arrangement puts the oil tank and trans-

The engine is now reset from a vertical position to a 20-degree angle from the vertical, thus shifting the crankshaft  $\frac{1}{2}$  in to the left of centre. This change was made necessary by the installation of a new transfer gear box having two gears instead of three, as in last year's entry. The pair of gears replaces the conventional quick-change design at the rear end which is used by most cars at the track. The use of the transfer gear arrangement on the back of the transmission reduces unsprung weight on the rear end by about 35 lb. It also allows a lower overall height by permitting the driver to sit alongside the drive shaft. The direction in which the drive shaft normally turns was reversed this year, with the result that the reverse torque thus created tends to give better traction on the left rear wheel.

Two Novi cars, powerful threats but unlucky contenders, were once more

Pole position in the race has gone to Bill Vukovich, who so nearly won last year. Here he is after achieving a qualifying speed of 138.392 m.p.h.



# *The story of* **the air you ride on**



On the 15th February, 1895, almost exactly fifty years after August Schrader set up his first brass-turning workshop, the prophetic trade mark **SCHRADER UNIVERSAL** was registered by the company he founded. This was at a time when all Schrader's accumulated pioneering experience of air control was being concentrated on the evolution of the Schrader pneumatic tyre valve. Eight years of intensive development yielded, in 1898, the valve with the core replaceable in one unit. It was this valve, still unchanged today in all essentials, that spread the name and reputation of Schrader to the corners of the earth, and now entitles its makers to the proud, unchallenged claim that it is **Standard the World Over**.



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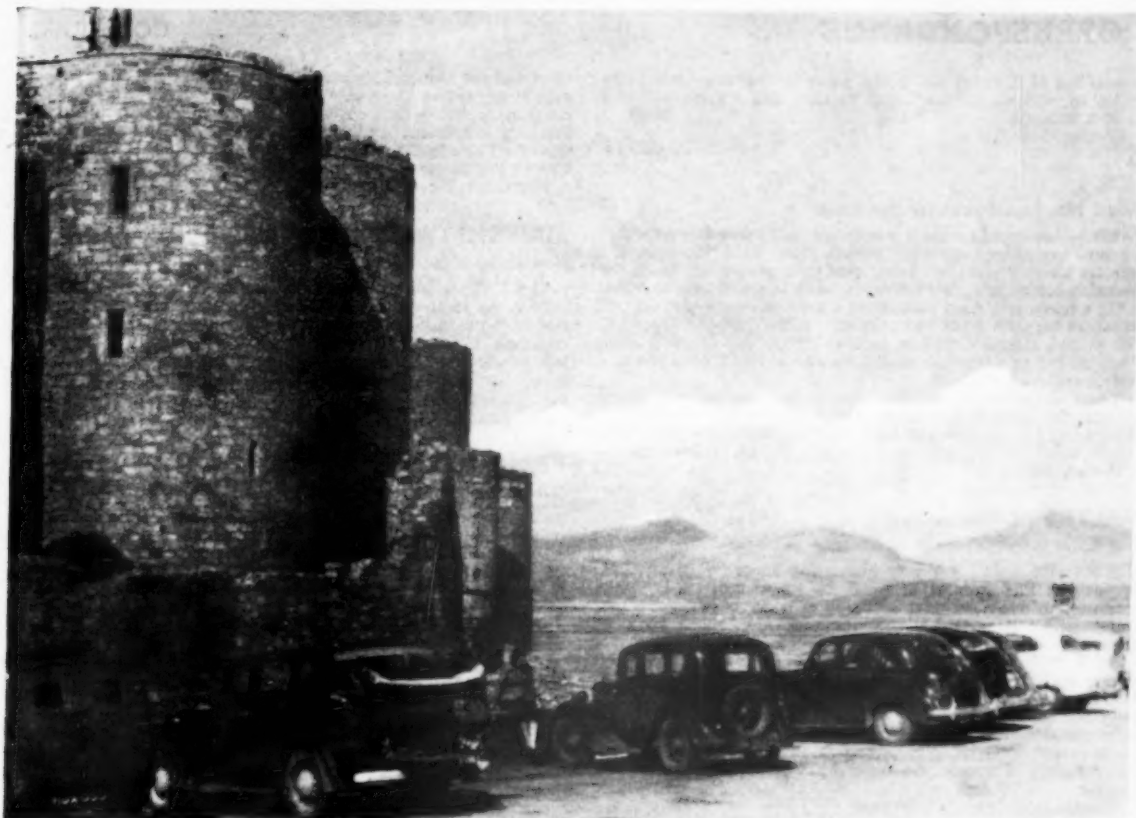
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## CORRESPONDENCE

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### DROP FORGINGS

Are They Really Homogeneous?

[64894].—I have just read the letter [64862] from Mr. H. A. Whiteley in which he takes "Tunsmith" to task on the question of drop forgings.

Though I am fully aware of the many advantages the advent of drop forgings brought to the motor and general engineering trades, what does surprise me is Mr. Whiteley's statement that "drop forgings cannot become spongy." This is a direct contradiction to my personal experience and I should like Mr. Whiteley to explain to me why, if a forging is really homogeneous, it is necessary to drill it in various places to ensure perfect balance, such as a flywheel.

In theory, of course, as it is machined all over it should be perfectly balanced, but this is decidedly not so.

Twickenham, Middlesex.

W. ALLEN

### MISPLACED PATRIOTISM

Flags Can be a Source of Danger

[64895].—For some months now I have watched with trepidation the increasing number of cars displaying flags in dangerous positions. My fears, of course, relate primarily to those cars which have the flags attached to the bonnet, thus obstructing an already limited vision. My fears now cover the suction fitting

type wherever they are placed, as a result of a recent experience.

Following an old saloon at a respectable distance in a fast moving stream of traffic, I saw the flags fall from their position on top of the windscreen. The driver, without warning, immediately applied the brakes. The resulting confusion caused at least one car (not mine) to mount the grass verge.

These flapping banners, although both seasonal and colourful, can be a potential menace.

D. E. BERRY.

London, N.11.

### NATIONAL CAR MUSEUM

Give the Veterans an Airing

[64896].—Your correspondent, Mr. St. John C. Nixon [64865] seems to suggest that all veteran cars should be placed in a national car museum.

While I agree that such a museum should certainly exist, I cannot agree either that all the veterans should be housed in it or that the present use of these cars is quite so hard on them as Mr. Nixon implies.

The suggestion that the "striking sameness and lack of originality" of veteran car competitions and rallies detracts from their enjoyment does not ring true. Apart from all social considerations, one might as well argue that golf is not a good game because of the similarity of one round to another.

Really to appreciate cars even as an observer, one must see and hear them in action on the road, so I suggest that, if and when a car museum is formed, those responsible for it should arrange that the collection be given at least an annual outing in the hands of suitable drivers, perhaps nominated by the Veteran Car Club of Great Britain.

After all, assuming that a veteran car in first-class condition will last for 30,000 miles (except the very earliest types), an

## CORRESPONDENCE

continued

annual run of 30 miles could take place for the next 1,000 years or so, by which time the Disco Volante Alfa Romeo will also be in a museum.  
London, S.W.7.

## I.F.S.

Should Not be a Screen for Bad Roads

[64897].—Independent front suspension and other factors which are now considered standard contributions to a "featherbed" ride are all very well, but I fear that their advent has made the motoring community, as a whole, far too tolerant of road surfaces.

On a reasonably good surface my considerably pre-war car will transport me with grace and comfort—as the designers intended. But in and around Croydon, particularly on the Brighton road, I am treated to a fiendish oscillation which would do credit to a weight-reducing machine.

There was a time when fellow-motorists would rally round and petition the councils into doing something about it. But now—thanks to I.F.S.—it seems to be a case of "Blow you, Jack—I'm shock-proof!"  
D. G. IBBOTSON.

Purley, Surrey.

## VALVES

The Rover Arrangement is Satisfactory

[64898].—Regarding the very interesting Paper by Mr. W. M. Heynes in *The Autocar* of April 24, the author states, when referring to overhead inlet and side exhaust valve layout, that top overhaul is extremely difficult unless the unit is removed from the chassis.

As is well known, the Rover company has employed this design exclusively for some years on both the 75 and the Land-Rover, and in support of this highly efficient engine I think it only fair to point out that decarbonization, valve grinding and subsequent adjustments can be carried out in the same, and in some cases considerably less, time as on other modern designs, there being, of course, no necessity whatever to remove the engine.  
W. WHIFFIN.

Croydon, Surrey.

## INSTRUMENTS

Follow the Aircraft Industry

[64899].—Full marks to Michael Brown for his "Everything Under Control?" (April 10).

I suggest that those designers responsible for instrument panel layout should study the results of aircraft tests of pilot recognition times in relation to instrument design and layout. Most motorists will agree that instruments should be made so that the driver can sense at a glance when the readings are safe and should not have to read a number and mentally digest the effect of this reading.

Of particular importance for this sense recognition are the auxiliary instruments, i.e., those other than tachometer and speedometer. Therefore, these should be grouped together (but not in one dial) so that a single glance takes in all and the eye does not have to wander. Recognition is easiest when the needles move vertically so that the normal or safe indication is from horizontal to above horizontal.

This arrangement is now used for the basic blind flight instruments in U.S. aircraft, so that the pilot need concern himself only with the needle that is not horizontal.

If the instruments are rectangular, this recognition is further improved. Aircraft use round instruments because of ease of rearrangement and of making the cases pressure tight, but, of course, this is not necessary for automobile instruments.

The tachometer and speedometer are best when circular because of the large needle movement necessary. However, the needles of both should move clockwise, not one clockwise and the other counter-clockwise as a well-known sports car manufacturer has it on his models; this cannot lessen the confusion. Preserve us also from the odd- or arc-shaped speedometers.

While the traditional white letters on black background are fine for aircraft instruments and look very snappy in a car, they do not help at night and I think hinder where the driver's vision cannot be night adapted because of the high level of headlight illumination. Best recognition seems to be had in instruments with black letters and needles on a cream or tan background; preferably back-illuminated through a translucent face, since only a glance is required to see the needle position.

While we're at it, the size, weight, and style of numbers and letters used in aircraft instruments should be copied. They were arrived at after much experimentation and study and are optimum for quick recognition.

A British car I owned for several years embodied all these fea-

tures (except numeral style) in its instruments and they were a delight to read at night as well as day. My present car, of the same make but a different model, is a horror because all the auxiliary instrument needles move horizontally with safe indications for some to the left and the others to the right. Two years haven't gotten me used to them yet.  
W. D. CRAIG, JNR.

Northport, New York.

## RUNNING-IN

Nothing to Shout About

[64900].—Why the "running-in" notice that some motorists display on their cars? Surely the fact that one's engine has undergone a major operation is nothing to shout about? What on earth is to stop a motorist from driving slowly if he wants to, provided he does not stick on the crown of the road? There is no law against driving slowly; I have always understood it was the reverse.  
C. DERRY.

London, S.W.1.

## FERRY CHARGE

Overall Length is the Criterion

[64901].—The Scribe recently referred to some of the anomalies in car ferry charges and I would invite your support for the adoption of the overall length of the individual car as the basis of charging.

At present, on cross-Channel runs, the wheelbase is the criterion; this is quite absurd when one knows the trend in several types of modern car to considerable over-hanging fore and aft. In contrast a car like the Citroën, with its wheels at each corner, pays a disproportionate charge for the space effectively occupied, which I suggest should be the sole basis.

On the other hand British Railways, who operate the Tilbury-Gravesend ferry, are apparently unaware that all cars today are taxed at a flat rate and they base their charges still, I believe, on whether or not the engine is over or under 10 h.p. For tax purposes the R.A.C. formula has gone into the limbo and in consequence owners are ignorant of the h.p. rating of their vehicle; what they should be charged for is the amount of room taken up. This is what determines the number of vehicles that can be carried, which in turn governs the revenue that can be earned by the ferry on each trip.  
B. ENGERT.

London, E.14.

## ANOMALOUS

Police "Hope for the Best"

[64902].—Driving over the Derby to Ashbourne road a few days ago I experienced what was to me a revealing and striking example of the limitations of mobile police with regard to general road safety. At a point  $\frac{1}{2}$  mile north of the village of Brailsford, road works were in progress on a left-hand bend to the extent that only single-line traffic could proceed, and no warning system whatever was in operation. Having had to "stand on everything" to avoid collision I took the earliest opportunity of reporting this danger spot to a police car which I encountered some two miles south of this point. The gist of the driver's reply was: "Oh yes, we know that's a very dangerous corner indeed but there is nothing we can do about instructing the men on the job to take proper precautions, as for example the use of red and green flags. All we can do is to hope for the best."

What an incredible state of affairs! This same patrol car would pounce on any driver who might, with complete safety to other road users, exceed the limit in a built-up area, but at the same time has to turn a blind eye to what is undoubtedly a really dangerous spot, which normal precautions could convert into an entirely safe road condition.  
M. H. ROWELL.

Kirby Muxloe, near Leicester.

## AN TOSTAL

Reasonable Prices for Meals

[64903].—Michael Clayton, in "An Tostal for a Paramount" (*The Autocar*, May 1), finished his description of a tour in Ireland by commenting on the high price of food—"... it is in no way unusual to pay 10s for a meat dish."

Having just returned from my first visit to Eire, and my experience being completely the reverse of Mr. Clayton's, I feel that in fairness I would like to put it on record that we found the price of food extremely reasonable.

Having lunch out in five different hotels many miles apart—varying from one to three stars in the A.A. handbook—we paid between 4s 6d and 6s, which in all cases included coffee. In no

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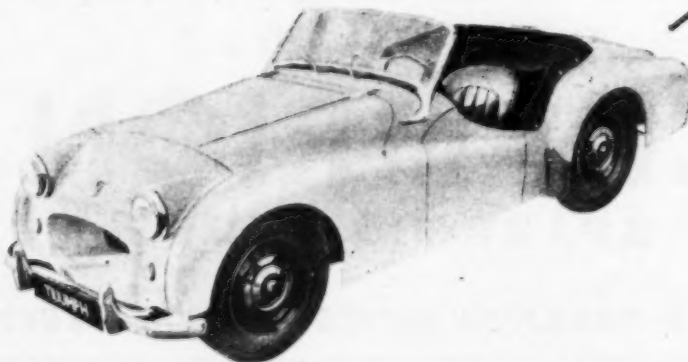
Triumph fit

**FERODO**

**ANTI-FADE BRAKE LININGS**

**ON THE  
JABBEKE ROAD**

On 20th May, 1953 the new Triumph Sports achieved 124.095 m.p.h. for the flying mile (officially timed in speed trim by the Royal Belgian Automobile Club).





## CORRESPONDENCE

continued

case were there fewer than three courses, and in one case four courses. All luncheons included choice of fresh roast meat and a very large plateful at that. Dublin prices were certainly a little higher, but at one of the two best hotels I found that dinner was 12s 6d including coffee; this I may say was a truly royal meal of six courses, beautifully cooked and served. There was a great contrast when coming home; I had a very poor lunch on British Railways—price 7s 6d excluding coffee.

I am not an Irishman and I have no interest in the country other than having enjoyed my trip. G. A. B. WATERS.  
Lincoln.

## STRICTLY INSTRUMENTAL

## The Case for the Dials

[64904].—Mr. Ralph J. Longstone [64881] can certainly have been motoring only "a relatively few years" if he thinks even a brand new modern car is 99.99 per cent reliable. This assumption appears to be his basis for requiring one instrument only, a speedometer.

A radiator thermometer is extremely useful as an indication of a broken or slipping fan belt, radiator leaks, and fractured hose joints. An ammeter is of assistance in winter when using a trickle charger to boost an overworked battery, in addition to indicating a slipping or broken fan belt.

Having taken delivery of a brand-new luxury-class car I noticed that the oil pressure gauge "went round the clock" from cold and stayed there. Without the gauge no adjustment of the relief valve would have been made as there would have been no indication of a grossly high pressure.

I have often wondered why a head lamp signal light has been fitted; I usually know when my lights are either full on or dipped!

INSTRUMENTALIST.

London, N.4.

## Stop, Before Manufacturers Run Out of Colours!

[64905].—Mr. Longstone's letter is a typical and instructive example of the great gulf which is opening up between the modern generation of motorists and their predecessors, and which is having what, to many of us, is an adverse effect on certain features of design.

Mr. Longstone takes as his theme the vexed subject of facias and instruments. In the early days the driver really did need the array of dials which your correspondent deplores, for he was sufficiently interested in his car (as many of us still are) to wish to get the best results from it. Moreover, he knew full well that proper use of them would save his money.

Nowadays there are many, like Mr. Longstone, whose pleasure of driving embraces getting easily from place to place, admiration of the countryside, and even the sheer delight of speed, but who have never known the additional absorbing interest which comes from intelligent understanding of a fine piece of machinery, whose proper working is indicated by the instruments on the facia. There is, of course, no "constant, anxious scrutiny," but merely an occasional glance to ensure that all is well.

Your correspondent will perhaps tolerate a short apology for dials. To take them in his own order, the uses of a radiator thermometer are legion. It is essential for the efficient control of radiator shutters or muff, or for the proper blanking of part of the radiator in winter. It gives timely warning of a leaking or depleted cooling system, and can indicate retarded ignition or unduly weak mixture.

What is weird about the markings on an ammeter? They mean just what they say. In these days of heaters, radio, and other electrical accessories this instrument is more essential than ever, since it can show that even modern charging systems may have their limitations in the winter months. It can give early warning of a failing dynamo, and with its companion, the rarer but invaluable state of charge indicator, it can cut one's battery bill in half over a very few years.

The oil pressure gauge is a positive and accurate indication of efficient oil pump working, which a warning lamp is not. If the bulb fails in the latter, it is often not replaced, with unfortunate results, but the most reckless will halt for investigation if a needle falls to zero. The observant driver knows what his oil pressure ought to be under certain working conditions, and any sudden change will prompt timely examination before serious harm can be done.

Petrol gauges are in the main accurate, provided they are read when the car is on a level keel; the owner soon learns to make appropriate allowances for slopes. Coloured lights commonly result in over-filled tanks, and have been known to lead to inconveniently empty ones.

As Mr. Longstone says, a speedometer is essential, though in

practice he would probably find that the obsolete type he suggests would be very difficult to read. It is to be feared that he could never be interested in a rev counter, since this, with certain other even more mysterious and non-essential instruments, is appreciated and used to good purpose only by those who love driving for its own sake.

Let us hope that, in this matter, manufacturers of good cars fall no further from grace than some of them have already done. Instruments are intended to indicate the working of machinery, clearly and accurately, and should themselves have a workman-like, functional appearance. Any attempt to make them pretty can lead only to that sort of confusion which Mr. Longstone, in this context only, rightly deplores. As for lights, by all means a signal light in the dipping circuit, and perhaps a couple wired up with the indicators, but please stop there before we run out of colours.

STANLEY W. FISHER.

Bewdley, Worcestershire.

## NO MAN'S LAND

## Suggested Solution to a Traffic Problem

[64906].—I think I have hit upon a silly little thing that might make quite a difference to the traffic problem in London.

The idea is to make the rectangle common to an intersection of roads a sort of no man's land in which you may not stop even momentarily. In other words, you may drive on to the intersection only if you can cross completely.

At present traffic is almost always halted across an intersection when the lights are green the other way; so both lots are jammed.

Leamington Spa, Warwickshire.

SELWYN SHARP.

## FUEL ECONOMY

## A Useful Switch

[64907].—With reference to The Scribe's comments in *The Autocar* of May 8 regarding the evaporation of petrol remaining in the carburettor float chamber, I have overcome this wastage by fitting a hand-operated switch connected in the electric petrol pump circuit. The length of time the petrol can be turned off before ultimately stopping can be gauged after a little practice.

Further economies in petrol can be effected by switching off the petrol supply when using the engine as a brake on long hills.

An additional advantage is that if one has the misfortune to break down because of a punctured float, judicious use of a switch in the petrol pump circuit will enable some progress to be made.

Leeds, Yorkshire.

M. BOLSER.



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# A WHITSUN OF SPORT

## DAMP EDINBURGH

**I**N spite of continued efforts on the part of the weather to make it otherwise the M.C.C. Edinburgh Rally was, as usual, thoroughly enjoyable—for the car entry, at any rate; the fact that almost 50 per cent of the motor cycle entry failed to finish speaks for itself.

On Friday night the cars were despatched at minute intervals from the Rouncil Towers Motel at Kenilworth on the 457-mile journey to Edinburgh; the first car left at 11.57 p.m. Rain was falling and continued to do so throughout the night and most of the following day.

The route from the start to Harrogate was left to individual choice, though the Nuneaton, Nottingham, Mansfield, Doncaster, Pontefract and Wetherby route seemed popular. At Harrogate there was a time check and a substantial breakfast was provided at the Granby Hotel. At this check, as with all the others, if a competitor arrived before his scheduled time he was automatically doomed to failure; a 30-minute margin for lateness was allowed, though every minute over 10 minutes late entailed the loss of five marks.

After breakfast the second phase of the run—to the lunch stop at Carlisle—took competitors by way of the Pennines and Lake District, through what should have been wonderful scenery but for the fact that it was shrouded in mist on the high ground and at times speeds were reduced to a crawl.

### Upland Mists

After a twisty 42 miles of second-class roads, competitors found a little group of bedraggled marshals waiting to time them through a fast-slow test at Oughtershaw. Provided one had a navigator who was handy with the stop watch, this was not difficult and served to whet the appetite for what was still to come. The roads from here were high on the hills and the mist was very thick; before the drop down to Hawes to comparatively good visibility it looked as though time schedules might have to go by the board.

At Buttertubs a brake test was laid out on a steepish down gradient. Drivers were required to coast from a line and stop as nearly as possible with the front wheels on a second line 60 yards down the hill. Times were taken between the lines and the distance of the front wheels beyond the second line was measured; marks were calculated from these two figures. The surface was deceptively firm and so it was possible to leave the braking till the front wheels were almost on the line. Many were the tentative dabs on the brake pedal to ascertain the surface, and valuable time was lost between the lines.

A regularity test followed, nine miles on, at Tan Hill. After this a run of 83 miles brought competitors to Hard Knott Pass. On one of the steep gradients between the many hairpins on this road there was a stop and restart test. The loose surface, combined with the rain and a time limit of three seconds in which to move off, made this very difficult indeed and nearly 75 per cent of the entry failed. R. Gore's Morris Minor made repeated and gallant efforts to get away and finally had to summon the assistance

Awaiting the acceleration test at Talla Linn; K. B. Shaw watches thoughtfully from the seat of his Aston Martin as another competitor makes his run.

of many of the spectators who had gathered to watch. R. E. Wright's little Dyna Panhard could not manage it but Miss P. Norman's 748 c.c. Renault climbed away well.

Unfortunately the delay caused by failures on this section and the slowness of the route through Hard Knott and Wrynose Passes meant that the run through Keswick, Bothel and Thursby to the time check at Carlisle had to be taken rather fast and several competitors lost marks through lateness at this check.

By this stage signs of wear were beginning to show and it was a scruffy gathering that sat down to lunch at Carlisle. The weather by now had cleared a little and the run after lunch, across the Border and through Lockerbie, Beattock and Moffat, to Talla Linn was very pleasant. A combined acceleration and brake test was held here on an uphill stretch. From here the route led through impressive country along very secondary, unfenced roads with grass growing in the middle as an attraction to the many sheep. One soon learnt the tiresome habits of these moronic animals; if they were not sleeping on the grass they were playing "last across," and if a sheep crossed the road it was certain that a few yards astern a lamb would follow. This section of



the journey required great concentration by drivers and navigators alike.

So to Edinburgh for the final test. This consisted of a series of three stops and restarts up Observatory Road in quick succession against the clock. Those cars with low first gears which had fared well on the Hard Knott stop-and-restart found that the lines astride which they had to stop were just too far apart for comfort in first gear; they were too close, however, to change into second. A time limit of 35 seconds was set—10 seconds less than last year—and it did not allow for any mistakes. G. A. Lewis' Silverstone Healey and W. A. G. Goodall's Morgan Plus Four were very fast, taking only 24½ seconds.

After this test competitors handed in their number plates and signed off. Seven cars had failed to start and ten had failed to complete the course; there were no mishaps, though F. C. W. Emery had the misfortune to encounter a tanker in the narrow streets of Hawes in his Jaguar. Only slight damage resulted but he had to retire.

## SCOTTISH RALLY STARTS IN A STORM

Gleneagles, Monday, May 25.

**O**N the first day of the road section of the Scottish Coronation Rally the first car left the Royal Scottish Automobile Club's club house in Blythswood Square, Glasgow, under an overcast sky. By the time the first control was reached at Little Reft rain had begun to fall and here, on a part of the old road up to Rest-and-Be-Thankful, was the first test, a restart on a 1 in 7 gradient, in which the car was not allowed to roll back more than ¼ in, or, if it did not clear the restart in 5 sec, a failure was recorded. The cars which complete the test earned 10 marks. Of over 100 starters no fewer than 46 failed to earn the ten marks, mostly because of slipping back.

Then, on the famous old hill itself, which is used for speed hill-climbs, there was a timed climb over 1,428 yards, 20 marks being awarded to the fastest car in each class and one more being deducted for every second or part of a second in

excess of the fastest time. By now conditions were really bad. Torrential rain was followed by thunderstorms, while clouds burst and reduced visibility to a few feet. Several roads were completely washed over with water as the competitors went by Killin to Kenmore over Amulree, rough as usual and like the bed of a stream in places, to Criess and so to the final check at Gleneagles. Some cars were badly battered and no light or power was in the hotel. Mrs. Lorna Snow's Jaguar XK120 had been rammed by a non-competitor and badly damaged, but was still motoring. W. Marden's Aston Martin had retired through damage to the steering linkage.

That evening it was thought that Tuesday's road sections would have to be altered, but some very quick and efficient work was done overnight by a team of bulldozers and therefore competitors will follow the prescribed course. A full report will appear in our next issue.

# CELERITY at CHARTERHALL

**W**INFIELD Joint Committee's national meeting last Saturday provided an interesting day's sport, and fine weather brought a crowd of some 20,000 to the pleasant Border circuit at Charterhall. Among the features of the meeting were a magnificent drive by Ron Flockhart in the *formule libre* race, the consistency of Bob Gerard's Cooper in the half-litre event, the mixed fortunes of Ken Wharton and the fact that Ninian Sanderson managed to keep his C-type Jaguar in front of Reg Parnell's new DB3 Aston Martin for most of the fifteen-lap event for unlimited sports cars.

The programme contained two 5-lap races for the smaller-capacity sports cars and, in the opening one, the Frazer-Nash of Peter Kenneth had things very much its own way; in the second, the breaking of a stub shaft and the collapse of a rear wheel prevented the Hopper Special (Ian Hopper) from winning. In the 5-lap race for vintage cars, G. G. McDonald's very fine Bentley won very stylishly from Gordon Lockhart in a similar car, while Pat Melvill's grand old 30-98 Vauxhall had to retire in the second lap owing to threatened seizure of its engine.

## Gerard's Race

Then came the 15-lap formula 3 race, in which Bob Gerard (Cooper) had things very much his own way. The expected struggle between him and Ninian Sanderson came to nought as the Sanderson Cooper broke a half-shaft in the sixth lap, and neither the Cooper of Tyrell nor the Kieft of Paulson had anything like the celerity of Gerard's machine, although Paulson never ceased trying.

In the 20-lap formula 2 race Ken Wharton gave an unfurled display of Cooper-Bristol driving at its best and, from first lap to last, was never really threatened, winning by a third of a lap from his Ulster opponent, R. Baird in the Ferrari. Ian Stewart's Connaught retired in the fourth lap with a faulty plug, which was a pity; he would undoubtedly have lent spice to this event.

Following this came the 15-lap race for unlimited sports cars. For the first three laps an Ecurie Ecosse C-type Jaguar led the field but, in the fourth, a faulty plug lead brought Ian Stewart into the pits and he never regained his position. Sanderson, however, took over the lead in another of the Ecurie's C-types and, despite constant challenge by Parnell's Aston Martin, stayed there until a fractured brake drum caused him to fall back. Parnell moved up immediately but, although he won, he was not satisfied with the car's performance, as it was boiling and losing oil pressure.

Final event of the day was the *formule libre* race. For the whole of the twenty laps the fabulously exciting noise of the B.R.M. sang out high above everything else, but R. Flockhart, the young Scottish driver, was unperturbed and kept his beautifully turned-out E.R.A. in the van



Lodge dislodgment, as John Stewart's Jaguar XK120C spins on Lodge Corner, in the Charterhall meeting, during the *formule libre* race.

from first lap to last in an impeccable performance. Unfinished with its misfortunes, the brakes of the B.R.M. locked during the seventh lap when Wharton was in second place. The car spun at Lodge Corner but Wharton made a remarkable recovery. From second place he fell back to ninth but, by dint of determined driving that was most thrilling to watch, he got up to third place by the fourteenth lap. Thereafter, Ken tried desperately but could make no impression on the E.R.A.s of either Gerard or Flockhart, which simply could not be beaten. Wharton's terrific display made a most exciting conclusion to the meeting and proof of his tremendous effort lies in the

fact that he set up the fastest lap of the day in 1m 24.8s, which is 85.7 m.p.h.

## PROVISIONAL RESULTS

**Sports Cars up to 1,200 c.c. & 1,500 c.c.:** 1. Riley 1.087 (C. K. W. Scheelenberg), 65 m.p.h.; 2. Connaught 1.565 (E. R. Wadsworth); 3. M.G. Special 1.59 (A. H. B. Craig). **Up to 1,500 c.c. & 2,000 c.c.:** 1. Frazer-Nash 1.971 (P. J. Kenneth), 72.2 m.p.h.; 2. H.W.M. 1.960 (R. Fieding); 3. Frazer-Nash 1.971 (J. Neilson). **Unlimited:** 1. Aston Martin DB3 2.922 (R. Parnell), 78.4 m.p.h.; 2. Jaguar XK120C 3.442 (N. Sanderson); 3. Jaguar XK120C 3.442 (J. Stewart). **Formule Libre:** 1. E.R.A. 1.980 s (R. Flockhart), 81.4 m.p.h.; 2. E.R.A. 1.996 s (F. R. Gerard); 3. B.R.M. 1.407 s (K. Wharton). **Formule 3:** 1. Cooper-Bristol 1.972 (K. Wharton), 81.5 m.p.h.; 2. Ferrari 1.980 (R. Baird); 3. Cooper-Bristol 1.971 (J. Stewart). **Formule 2:** 1. Cooper-Norton 499 (P. R. Gerard), 73.4 m.p.h.; 2. Cooper 499 (R. K. Tyrell); 3. Cooper (J. R. Hall). **Vintage Cars:** 1. Bentley 4.600 (G. G. McDonald), 66.2 m.p.h.; 2. Bentley 4.500 (J. C. Lockhart); 3. Vauxhall 4.250 (A. R. Miller). **Fastest lap of the day:** B.R.M. (K. Wharton), 85.7 m.p.h.

# THRUXTON: A DAY TO REMEMBER

**A**NYONE at Crystal Palace who felt sorry for those at Thruxton on Whit Monday had it wrong; he should have envied them. This meeting, very well run by the Bristol M.C. and L.C.C. and the Sporting O.D.C., had everything—a good circuit up on the Hampshire Downs, a judicious length, a really friendly atmosphere and some fine racing. The *formule libre* event was a breather.

Two warming-up races for sports cars were as gentle as village cricket (and none the worse for that); Scott-Brown's Tojeiro went away in the first and was not challenged throughout. Neither was P. D. Gammon's much-modified TC M.G. in the second. The sun-drenched landscape suddenly awoke to the blare of formula 3 exhausts as the 500s went away. This was the moment to take station at the Apex, the one left-hand bend on the circuit and a rare one to catch 'em napping. Fenning's Staride came round in the lead, T. J. Clarke's CBP2 hot in pursuit, and Tyrell's Cooper running third. Fine. Away they went down the home straight. Bennett's Cooper spun, went on the grass, got going again. He did a bigger and better slide at the end of lap 2 and this time was out for the rest of the race. Then Fenning seemed to slow and there was a scrap of scraps over the first three places. By lap 8 there was little daylight between Clarke and Tyrell, and as they came up the back behind the pits Tyrell forged

through, at which time Bell's Cooper-Norton was being lapped after early trouble. Fenning pulled safely away again, although Tyrell did not let up; not enough on the last (10th) lap, for as he rounded Apex within sight of the finish the Cooper pirouetted and stalled, and Clarke slipped through with A. Moore's JBS-Triumph behind him. Apex was responding to the heat.

The unlimited sports car race was a student's piece—DB3s challenging the Ecurie Ecosse Type Cs, and Allard and Merrick in Le Mans Cadillac-Allards. Alas, Sydney Allard went out with gear box trouble on lap 8 when lying second to John Stewart's Type C, and Merrick never really got going. Dennis Poore, polished as ever, brought an Aston Martin in third behind Ian Stewart's Type C, but it was the Scots stable's race, beautifully won.

## All DB Three

After tea Poore had his reward, with Eric Thompson and Ken Downing second and third—DB3s one, two, three. Opposition was slight, but Goldschmidt earned high marks for a drive into a close fourth with the Performance car, the Lea-Francis engine of which is about half the size of the Astons'. J. H. Michaels' S.S.100 appeared to be the victim of uneven brakes, for he struck a new note by going off the road before Club Corner.



## THRUXTON

And so to the free-for-all, and what a race! G. N. Richardson's blown R.R.A. and John Stewart's Type C were first and second duellists. Ian Stewart, in a Connaught, was the not very dark horse. Poore was running third for six laps, and when these four had gone away there were Sir James Scott-Douglas' Type C and Shea-Simmonds' blown Rapier doing a thrust and parry act amongst the tail-enders. Apex was providing incidents. J. M. Sparrowe's Cooper-Bristol spun wildly and stalled on lap 3, but he got away again and drove like one possessed. On lap 7 the Connaught began to march, overtaking Poore's Aston Martin. On lap 9 Richardson had an unexplained lapse in the backwoods and dropped to third behind John Stewart's Type C and the Connaught, and then the R.R.A. began to go really hard. You can see a lot at Thruxton, but after this point most people

ran out of eyes. There was excitement all round.

Here was the Connaught, in the lead now, with the two Stewarts having a battle of the clans. And here was Richardson, just holding the R.R.A. on Apex. On Club he demolished two strawbales, didn't turn a hair, and caught the Type C. But that was lap 13, with two to go. Unaccountably, rapidly, he slowed on lap 14, limped round to Farm Straight and off on to the grass, and once more the imperturbable Poore was there. And on the very last lap the tiring Connaught was pipped by the Type C!

After, Geoff Richardson came into the paddock, hot, dirty, smiling ruefully. "I ran out of fuel," he said. The R.R.A.'s open filler cap was eloquent. "We put in ten," wailed his mechanic. "One week it's blown, the next unblown. You don't know where you are."

That's racing; that was Thruxton. Come back again, pleaded the excellent commentator, Honolulu fashion. The crowd should, for they seemed loth to go. This meeting, in fact, earns a garland of leis.

PROVISIONAL RESULTS  
Lap Length, 2.7574 miles

**Sports Cars up to 1,200 c.c.:** 1. Tojeiro-JAP 1,097 (W. A. Scott Brown), 69.16 m.p.h.; 2. R.W.G. 1,090 (R. Watling Greenwood); 3. Morgan 1,100 (J. M. Sparrowe), 6 laps; fastest Tojeiro-JAP, 70.6 m.p.h.

**Up to 1,500 c.c.:** 1. M.G. TC 1,497 (P. D. Gammon), 75.85 m.p.h.; 2. Tojeiro 1,496 (C. M. Sears); 3. Tojeiro-JAP (W. A. Scott Brown), 6 laps; fastest M.G., 76.24 m.p.h.

**Up to 3,000 c.c.:** 1. Aston Martin DB3 2,920 (R. D. Poore), 77.49 m.p.h.; 2. Aston Martin DB3 2,922 (E. Thompson); 3. Aston Martin DB3, 2,920 (K. H. Downings), 6 laps; fastest DB3 (Poore), 80.05 m.p.h.

**Unlimited:** 1. Jaguar XK120C 5,442 (J. Stewart), 77.49 m.p.h.; 2. Jaguar XK120C 5,442 (I. Stewart); 3. Aston Martin DB3 2,920 (R. D. Poore), 15 laps; fastest Cadillac-Allard 5,420 (S. H. Allard), 82.04 m.p.h.

**Racing Cars up to 500 c.c.:** 1. Staride-Norton (E. Fenning), 77.35 m.p.h.; 2. CBP2-JAP (T. J. Clarke); 3. JBS-Triumph Spd (A. Moore), 10 laps; fastest Staride and Cooper-Norton (R. A. R. Bell), 79.29 m.p.h.

**Unlimited:** 1. Jaguar XK120C 5,442 (J. Stewart), 80.39 m.p.h.; 2. Connaught 1,960 (I. Stewart); 3. Aston Martin DB3 2,920 (R. D. Poore), 15 laps; fastest Connaught 83.14 m.p.h.

## BRANDS HATCH

**P**RACTICALLY tropical heat accompanied the Coronation meeting of the Half Litre Car Club on Sunday, May 24, at Brands Hatch. The tempo was set from the beginning when D. Taylor and J. Brown (Martin Specials) held first and second to the end of the first race, Taylor averaging 68.13 m.p.h. In the next heat of the Open Challenge Race, Leston (Leston Special) won at 69.23 m.p.h. after duelling with Bicknell (Staride). Don Parker (Kieft), in the third heat, managed to win by a length from S. Lewis-Evans (Cooper) at 68.86 m.p.h. R. K. Hutton (Arnott) caught fire during the Junior heats, won by J. Russell (Cooper) and E. Fenning (Staride) respectively.

## Seniors

In the first heat of the Senior race, Don Parker (Kieft) scored another win, but thereafter the excitement became intense; heat 2 of race 3 saw S. Lewis-Evans (Cooper) hold a hotly contested lead until the last lap, when G. Wicken (Cooper) took him on Clearways and Bicknell (Staride) somehow slipped through at Paddock bend. It must have been a startling experience for Lewis-Evans to lead a race, won at over 69 m.p.h., until the last lap, only to come in third.

The Open Challenge Race final provided what must surely be the best racing ever seen at Brands Hatch. With the crowd on their toes, Leston (Leston Special) challenged Wicken (Cooper) on the fifth lap and these two passed and repassed one another on alternate laps. Don Parker surprisingly spun off at Clearways and by a miracle was missed by Bicknell (Staride), the latter himself spinning on the last lap, letting Taylor (Martin Special) into third place.

The Junior final proved a runaway win for E. Fenning (Staride).

The final of the Senior race gave more thrills. Parker (Kieft), who had fitted another engine in the interval, came through on the third lap to hold the lead to the end but the remainder continued to pass and repass one another, S. Lewis-Evans driving, if possible, just over the

limit and ending by losing a wheel on Paddock bend.

The Consolation Race of 15 laps, for those who did not qualify for either the Junior or the Senior finals, was run as a handicap event, 30 sec start being given the Juniors, and resulted in a good win for R. A. R. Bell (Cooper).

The main event of the day, the Coronation Trophy, started by Stirling Moss, provided another great battle and the only appearance of Alan Brown (Arnott) and E. Brandon (Cooper). Leston, Parker and Bicknell were fighting it out when Parker had to retire with the steering gone. Taylor (Martin Special) was also scrapping with Wicken (Cooper) who, on the last lap, attempted to but did not take Bicknell (Staride) on the top of Clearways. This was sufficient, however, to distract Bicknell for that fraction of time which resulted in his spinning off. As a result, Leston (Leston Special) won at the fastest speed of the day (70.04 m.p.h. for 25 laps) and was followed home by Wicken and Taylor.

In the final race of the day, the Junior versus Senior handicap, 30 sec advantage

in 12 laps proved sufficient to enable both Fenning (Staride) and J. Russell (Cooper) to hold off Wicken (Cooper).

A varied Whitsun of sport, indeed; and, for the south, in perfect racing weather.

## PROVISIONAL RESULTS

**Open Challenge Race (3 heats of 10 laps, 15 laps final):** Heat 1: 1. Martin Special (D. Taylor), 68.13 m.p.h.; 2. Martin Special (J. Brown); 3. Kent-Smith (G. G. Smith). Heat 2: 1. Leston Special (L. Leston), 69.23 m.p.h.; 2. Staride (R. G. Bicknell); 3. Cooper (G. Wicken). Heat 3: 1. Kieft (D. Parker), 68.86 m.p.h.; 2. Cooper (S. Lewis-Evans); 3. Cooper (D. R. G. Gray). Final: 1. Leston Special (L. Leston), 69.89 m.p.h.; 2. Cooper (G. Wicken); 3. Martin Special (D. Taylor).

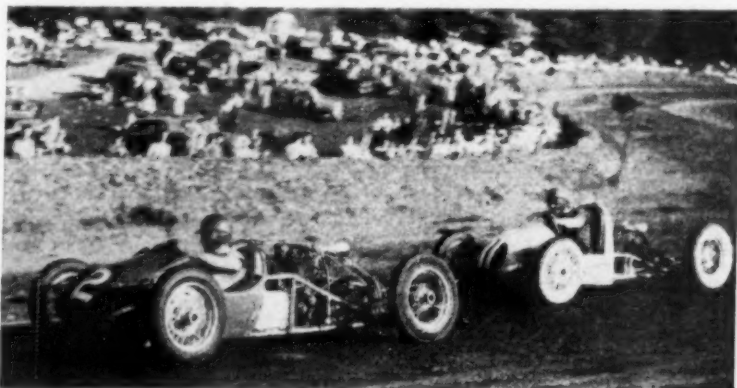
**Junior Race (2 heats of 10 laps, 15 laps final):** Heat 1: 1. Cooper (J. Russell), 64.93 m.p.h.; 2. Cooper (T. J. H. Bennett); 3. Martin Special (A. Cowley). Heat 2: 1. Staride (E. Fenning), 64.17 m.p.h.; 2. Martin Special (F. Hobart-Smith); 3. Cooper (R. A. Anderson). Final: 1. Staride (E. Fenning), 65.78 m.p.h.; 2. Martin Special (F. Hobart-Smith); 3. Cooper (J. Russell).

**Senior Race (2 heats of 10 laps each, 15 laps final):** Heat 1: 1. Kieft (D. Parker), 66.72 m.p.h.; 2. Cooper (J. K. B. Brise); 3. Kieft (C. D. Headland). Heat 2: 1. Cooper (G. Wicken), 69.23 m.p.h.; 2. Staride (R. G. Bicknell); 3. Cooper (S. Lewis-Evans). Final: 1. Kieft (D. Parker), 69.44 m.p.h.; 2. Cooper (G. Wicken); 3. Staride (R. G. Bicknell).

**Consolation Race (15 laps):** 1. Cooper (R. A. R. Bell), 66.58 m.p.h.; 2. Arnott (L. Wood); 3. Labrini (V. P. Labrini).

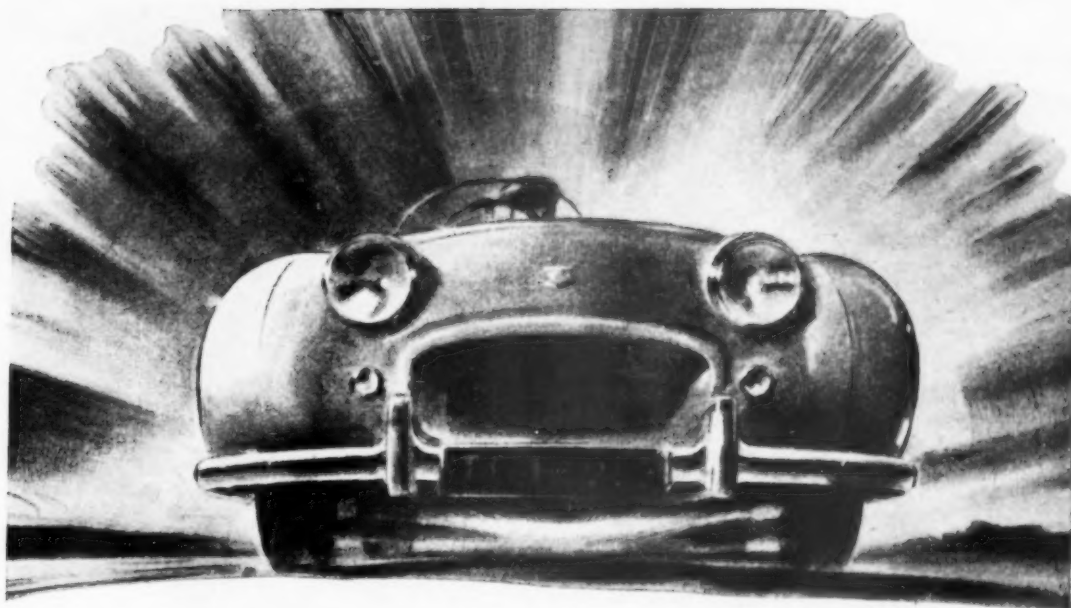
**Coronation Trophy Race (25 laps):** 1. Leston Special (L. Leston), 70.04 m.p.h.; 2. Cooper (G. Wicken); 3. Martin Special (D. Taylor).

**Junior and Senior Handicap (12 laps):** 1. Staride (E. Fenning), 67.34 m.p.h.; 2. Cooper (J. Russell); 3. Cooper (G. Wicken).



Highlight of the Brands Hatch Coronation Trophy Race was the duel between Don Parker's Kieft and Les Leston's special. Leston ultimately went past to win.





# 124.095 m.p.h.

*Officially recorded by Ken Richardson (timed by the Royal Belgian Automobile Club)  
over Flying Mile on the Jabbeke Road, in the*

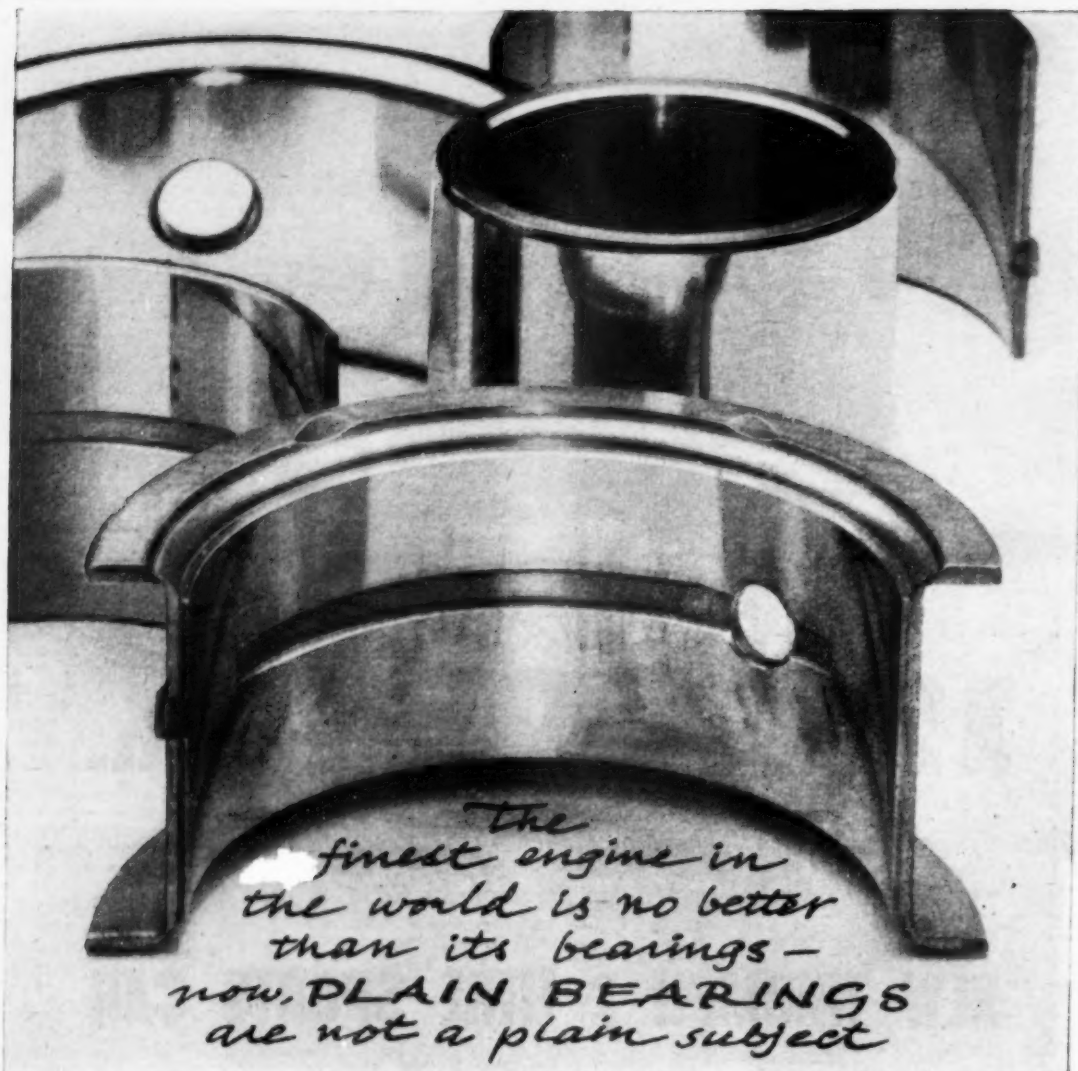
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The works-entered Bristols for Le Mans will be streamlined lightweight 2-litre coupés, one of which is seen here undergoing its initial trials last week.

## THE SPORT

by

J. A. Cooper

ROY SALVADORI has been appointed one of the driver members of the Aston Martin *équipe*. He takes Geoff Duke's place since the latter's return to motor cycle racing. His first appearance with the team will be at Le Mans, on June 13-14, for which David Brown has entered three DB3 models. The coachwork has been restyled, and the lines are even sleeker than those of the original model. The car's first appearance was at Charterhall on Whit Saturday, but this was primarily for testing purposes. The team's drivers for Le Mans are Reg Parnell and P. Collins, E. Thompson and D. Poore, G. Abecassis and R. Salvadori.



THE news from Indianapolis, that Chet Miller was fatally injured on May 15 in a crash while practising for this year's 500-mile race in a Novi Special, is indeed tragic. Chet Miller was truly a veteran racing driver; after starting his career in 1924 in the tough school of the dirt tracks, he competed 15 times in the Indianapolis classic. His friends and acquaintances admired him for his good humour and seemingly eternal youthfulness. He was 50 years old.



A RECENT hill-climb at St. Etienne, in Central France, was marred by a fatal accident to Jean Heurtaux, the well-known Continental sporting driver. The circumstances were particularly tragic. Heurtaux had just broken the record for the hill in his Jaguar and was crossing the finishing line when the car skidded and left the course, striking a stake and two trees and throwing the driver out. He was killed instantly and the car caught fire. Heurtaux was thirty-eight and had only recently taken to motor sport; before the war, he rode a motor cycle. In view of this, his successes in various rallies were considerable and last March, in company with Captain Crespin, he broke the record from the Cape to Algiers.

REGULATIONS are out for the Jersey M.C. and L.C.C. international speed hill-climb at Bouley Bay, on Thursday, June 23. With the cancellation of the Jersey road race, this is now the island's major event for 1953. The hill seems to have been built by nature for this type of event. The road, usually open to public traffic, has a good concrete surface, and straggles up from Bouley Bay on an even gradient of 1 in 12, with an S-bend and three hairpins.

There is a prize of £100 for f.t.d., and £50 is awarded to the runner-up. All competitors have two timed runs, and those starters bringing cars from the mainland are allowed £5 towards their expenses. Practising is from 11 a.m. to 1 p.m. on the day of the meeting. Classes cater for racing and sports cars. Entries close on July 8. (General Secretary, J.M.C. and L.C.C., Lyndhurst, Raleigh Avenue, St. Helier, Jersey.)



WHILE talking of hill-climbs, it is good to note that Shelsley Walsh, on Saturday, June 6, has an exceptionally good entry. Ken Wharton has entered the Arengo 500, Cooper 1,000, E.R.A. and Frazer-Nash; George Abecassis will appear in the new H.W.M. sports car, which is making its first appearance and it will be interesting to see Leslie Johnson essay the gradient in a supercharged XK120C. Other entries are M.A.H. Christie's formula 2 Kieft, powered—at the rear—with the new A.J.B. air-cooled engine, Peter Stubbs' Bugatti, A. G. Imhof in a Cadillac-Allard, a number of E.R.A.s, Bugattis, Altas and Allards. Mrs. Joy Cooke, present holder of the ladies' record, has entered a supercharged Bugatti and a Turner-M.G.

The road has been improved in places, which should increase speeds. Owing to the meeting's kindly exemption from entertainment tax, the price of admission has been reduced to 5s per person.



THIS weekend sees the West Essex C.C. Snetterton race meeting (tomorrow—very good entry), the formula 2 Eifelrennen at the Nurburgring, and the combined formulae 1 and 2 race at Albi, in which three B.R.M.s (Fangio, Gonzalez and Wharton) will be opposed by Farina in the Thinwall Special and the works Ferrari team.

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## CLUB NEWS

**Lancia M.C.**—The annual Lancia Challenge Trophy meeting is always an interesting event for one-make clubs. Open to members of any recognized motoring club that adheres faithfully to its own particular marque, the inter one-make club driving tests cater for team entries. From each club, teams of three cars each may be nominated to compete for the premier award. The meeting takes place this year on June 28, at Thruxton Aerodrome, near Andover, Hampshire. As before, each competing club must devise one of the tests; there are, therefore, the same number of tests as of clubs taking part in them. (This system usually provides a good variety. (Entries close June 1; F. G. Barkway, 5, Mark Road, London, N.22.)

**West Hants and Dorset C.C.**—Although the scheduled average speed was not high, it was enough to decide the winner of the Moonfleet Rally on the road section alone. The event was run in the Salisbury-Yeovil-Weymouth area, on May 16, in uncertain weather. Cars had to cover two timed laps of Ibsley circuit for the first test. A wet track prevented the faster cars from really giving maximum speed, and best here were the Sunbeam-Talbots of Southcombe, Downs and Langdon. Colonel O'Hara Moore's Frazer-Nash was sedate on the corners, but made up for lost time on the straights. Second test was a timed regularity climb of White Sheet Hill, near Salisbury, divided into two sections. Southcombe, Downs and Langdon again made good times in their Sunbeam-Talbots, also the Rileys of Neate and Channon, and J. B. Jesty's Morris Minor, which managed surprisingly well on such a steep gradient. A thick mist descended on the final tests at Hardy's Memorial, near Weymouth, but this did not deter competitors, who tackled a timed circuit including a gravel pit with tremendous urgency.

**RESULTS: Moonfleet Rally Challenge Trophy and replica: Sunbeam-Talbot (B. B. Southcombe). Runner-up, and best performance by a post-war car: M.G. (G. N. Dear). Best performance, pre-1948 car: M.G. (O. L. Leighton).**

**Harrow C.C.**—Everyone lost marks on the road section of the night rally (May 16-17), which included five driving tests. Best performance was put up by G. Newbery, in an Austin A.40 Sports.

**M.C.C.**—The high speed reliability trials are an annual event at Silverstone now; they will be run this year on June 20, with short scratch and handicap races to make up the programme. The meeting is open to touring and sports cars, and motor cycles. Two interesting handicap team relay races will be run over 24 laps of the 1.608-mile club circuit; the first is for teams of three cars, each car covering eight laps; the second

invites an inter-club battle, for each team will represent its own club. Invited clubs: Bentley, M.G., B.A.R.C., C.S.M.A., Vintage, Vincent H.R.D. (Entries close May 30; Secretary, 76, Kinnerton Street, Knightsbridge, London, S.W.1.)

**Lancashire and Cheshire C.C.**—Starting from the St. Annes Hotel, Buxton, Derbyshire, at 11 a.m. on Sunday, June 14, the Captain Stott Trophy test rally covers about 50 miles of main and secondary roads and has ten simple driving tests. There are classes for all cars. Secretary of the meeting is Lt.-Cmdr. P. L. D. Attwood, 34, Palatine Road, Manchester, 20.

**Riley M.C. (London Centre).**—Few motoring clubs have allowed the Coronation to go by without some sort of celebration, and a gymkhana at Brands Hatch seems as good a way to celebrate as any. The event will be run on Sunday, June 7, starting at 2.30 p.m. A series of driving tests has been devised to test skill and provide amusement as well. (Entries close June 1; J. H. Kemsley, Dunstonian Garage, Petts Wood, Kent.)

**Cheltenham M.C.**—The *concours d'élégance*, to be held at Long Garden, Promenade, Cheltenham, on June 13, is being organized as part of the town's Coronation celebrations. There are classes for veteran, Edwardian and vintage cars; and also for all the "moderns," divided into price categories. Manoeuvrability tests, for the veteran and vintage contingent only, are being run after the *concours*, and on the Sunday morning, June 14, there is an informal run of about 30 miles through the Cotswold country for these cars, starting from the Queens Hotel, Cheltenham, at 10 a.m. Entry is open to anyone. (Entries close June 5; C. M. Walker, Walker and Ward, Ltd., Warwick Place, Cheltenham.)

**Brighton and Hove M.C.**—The setting at Brighton is ideal for a *concours d'élégance*. On Sunday, June 7, the Brighton Coronation *concours d'élégance* should provide a fine display of contemporary sports, touring and saloon cars, with the opulent buildings and stretch of sea as a background. A new class has been added this year, for sports racing cars, and, as before, the veterans and Edwardians, and the vintage cars, have classes to themselves. In the open and closed car classes, manufactured after January 1, 1946, the divisions are made according to price, starting below £550, and rising above £2,000. First prize, the Mermaid Trophy, is awarded for the most attractive ensemble of car and lady; the Brighton Trophy goes to the runner-up of this competition. In each class marks are gained—or lost—for the general external lines of the coachwork, driving position and visibility, comfort of interior, and luggage arrangements. Judging will start at 2.30 p.m. (Entries close June 1; The Organizing Committee, 296-298, Madeira Drive Arches, Brighton, 7.)

## COMING SHORTLY

**MAY 29-30.**—Welsh Counties C.C. Coronation Car Rally, Barry, Glamorgan, 8.30 p.m.

**30.**—Indianapolis 500-mile race, U.S.A.

**30.**—West Essex C.C. National race meeting, Snetterton, Norfolk, 1.30 p.m.

**30.**—Allard O.C. Sprint meeting, Goodwood, 10 a.m.

**30.**—Dublin U.M.C. and L.C.C. Open speed hill-climb, Fernhill, Stepaside, Co. Dublin, 2.30 p.m.

**30-31.**—Grimsby M.C. Poacher Rally, Granby Inn, North Thoresby, Lincolnshire.

**30-31.**—Wirral M.C. Wallasey Coronation Rally, New Brighton Promenade, Wallasey, Cheshire, 2 p.m.

**30-31.**—Northern One-make J.C. Main road time trial, Aspinall Arms Hotel, Great Mitton, Yorkshire, 9 p.m.

**31.**—Eifel races, Germany.

**31.**—Tuscany Cup race, Italy.

**31.**—Albi race, France.

**31.**—L'Île de France G.P.

**31.**—Orléans race, France.

**31.**—Seven-Fifty M.C. Inter-club driving tests, near Fleet, Hampshire, 11.30 a.m.

**31.**—Sheffield and Hallamshire M.C. Spring sprint meeting, Bircotes circuit, 12 noon.

**31.**—North London Enthusiasts C.C. Chessington Rally, Chessington Zoo, Surrey, 1.30 p.m.

**31.**—Southern Jowett C.C. Rally, Balls Cross, Sussex, 2 p.m.

**JUNE 4-7.**—Travemünde Rally, Germany.

**5-7.**—Thames Estuary A.C. Southend-on-sea Coronation car rally, Chalkwell Park, Westcliff-on-Sea, 7 p.m.

**6.**—Midland A.C. National speed hill-climb, Shelsley Walsh, near Worcester, 12.30 p.m.

**6.**—Eight Clubs. Race meeting, Silverstone, 11.30 a.m.

**6.**—B.A.R.C. (S.W. Centre). Regularity tests, Goodwood circuit, near Chichester, Sussex, 2 p.m.

**7.**—Netherlands G.P., Zandvoort circuit, Holland.

**7.**—Hyères 12-hour race, France.

**7.**—Picardie 500 c.c. race, France.

**7.**—Brighton and Hove M.C. *Concours d'élégance*, Madeira Drive Arches, Brighton, 2.30 p.m.

**7.**—Veteran C.C. Coronation Rally, Hyde Park, London, 7.30 a.m. onwards.

**7.**—Sheffield and Hallamshire M.C. Kenning Cup Test Trial, Earle's Cement Works, Finsdale, Hope, near Sheffield, 2 p.m.

**7.**—Riley M.C. (London Centre). Coronation Gymkhana, Brands Hatch, near Fawkham, Kent, 2.30 p.m.

**7.**—Walsall and District Rally.

**7.**—Southsea M.C. Cannon Cup Rally, Portsdown Hill, near Cosham, Hampshire, 11 a.m.



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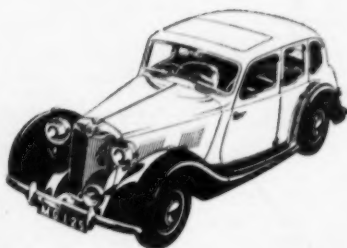


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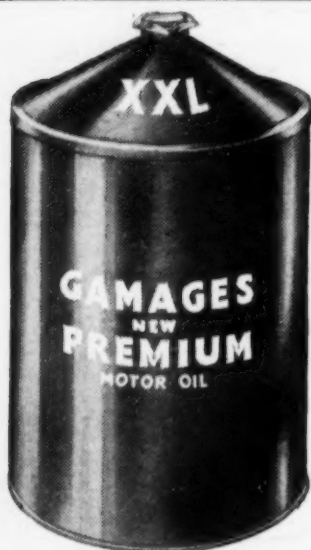
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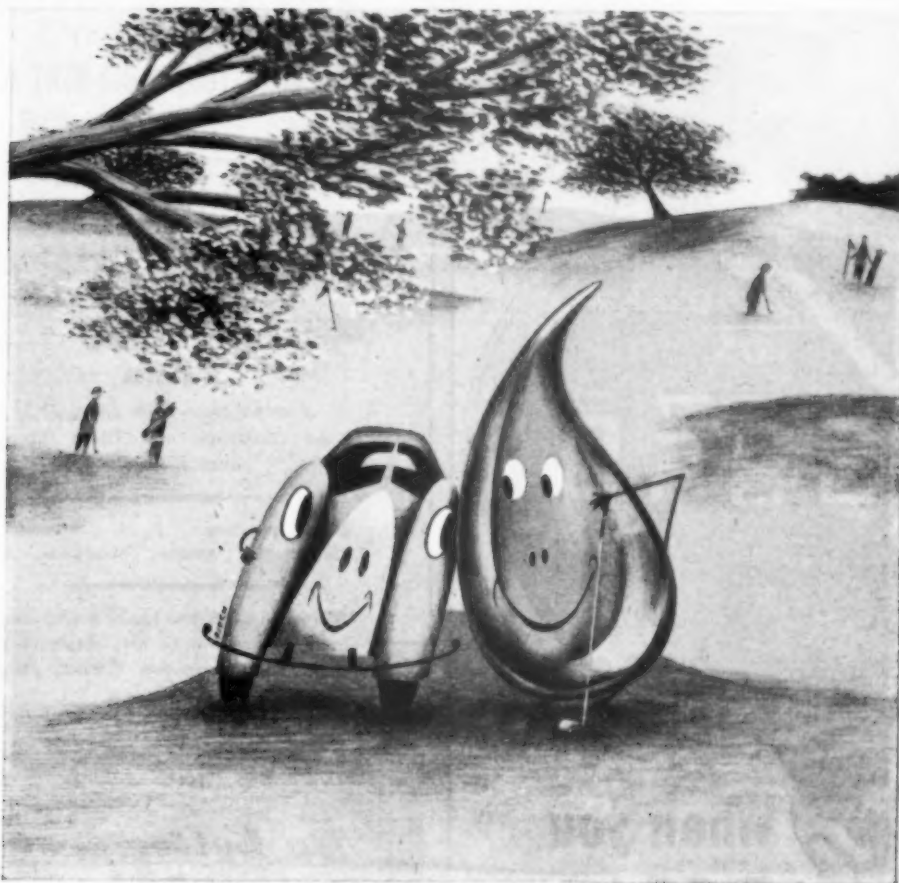
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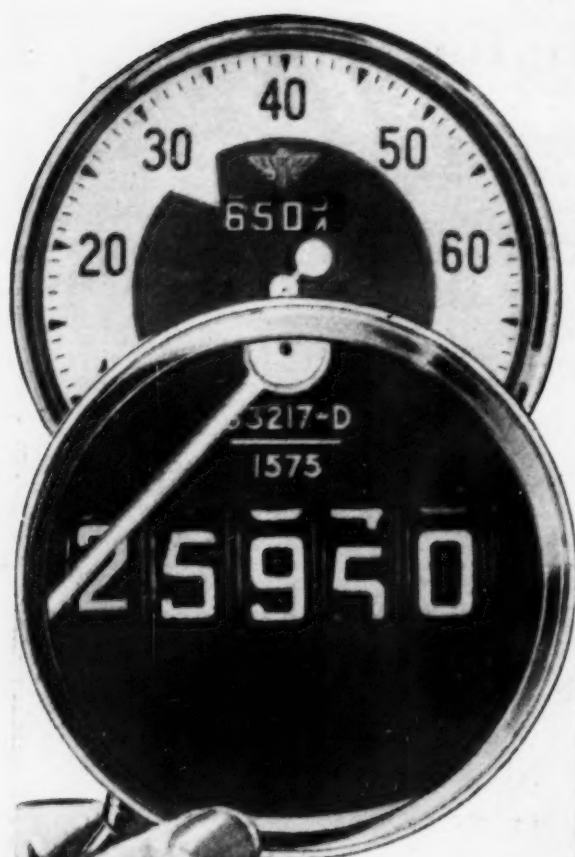
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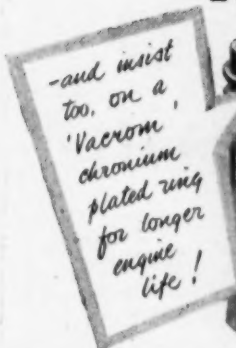




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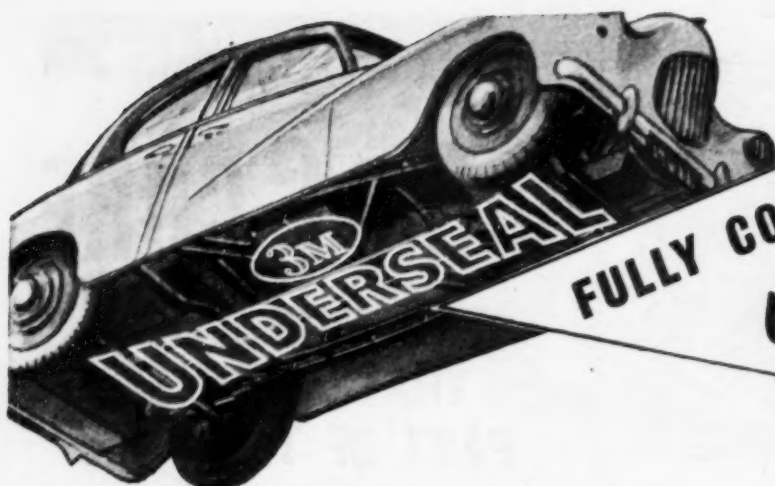
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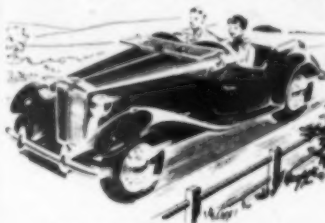
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Telephone: STReatham 7751



# The Autocar

## CLASSIFIED ADVERTISEMENTS

### CLASSIFIED ADVERTISEMENT RATES

8d. per word, minimum charge 8/-, each paragraph charged separately. Name and address must be paid for. Paragraphs of less than eight words are charged at 10/-. All advertisements must be strictly prepaid and should be addressed to the Autocar, Classified Advertisement Dept. Dorset House, Stamford Street, London, S.E.1.

Postal orders and cheques sent in payment of advertisements should be made payable to Hiffe & Sons, Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.

**PRESS DAY** is **POST MONDAY**. Trade advertisements are accepted by telephone up to 12 noon, Waterloo 3331. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

### BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 9000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

### APPROVAL SCHEME

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The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

The Publishers retain the right to refuse or withdraw advertisements at their discretion.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### A.C.

#### C. OF P.

**1948** A.C. 2-litre saloon, finished in black with beige leather; this vehicle was completely overhauled during 1952. Bills available for approximately £500; outstanding condition, superb performance. Price £575. [C2049]

**CLARK'S OF PIRBRIGHT**, Surrey. Brookwood 2201-2.

**B. J. HUNTER, Ltd.**, offer:—

**1949** A.C. saloon, fitted heater, a really fine car; £650.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.

**GUY SALMON AUTOMOBILES** offer:—

**1951** (November) (1952 model) A.C. saloon, green, 11,000 miles, radio, £350.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-5. [C4001]

**!!** Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

**1933** A.C. drop head coupe, excellent condition.—Autowork, Ltd., Winchester, Tel. 4834. [C1010]

**£225**—1936 A.C. drop head coupe, recent record engine, five practically new tyres, £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**CHILDREN CARS** offer an attractive example of the somewhat scarce 1937 16/40 four-seater fixed head coupe, finished in duo-red, with red leather upholstery, engine recently reconditioned, terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. 2080. [C1045]

### A.C. Cars Wanted

**GUY SALMON AUTOMOBILES**

**PURCHASE A.C.**—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-5. [W4001]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

**REQUIRED** immediately, good A.C. pre- and post-war.—Edwards, Amenbury Lane, Harpenden, Herts. T.4. 118. [W2000]

**H. F. EDWARDS** urgently require good A.C. for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

### A.C. Spares and Service

**REPAIRS**, parts, reconditioned guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3, Prim. 6159. [C0564]

### ALFA-ROMEO

**ALFA-ROMEO 1946** 2.5-litre 5-str. Turings drop head coupe, carefully maintained in excellent mechanical condition; a unique, comfortable, capacious, economical car with outstanding performance; 1,295/95 p.p.s.—Box 7500. [C566]

**JACK ROSE, Ltd.**, offer: 2/3 Alfa-Romeo supercharged, hard top 2-seater sports coupe by Vanden Plas in silver and maroon, a beautiful sports car, considered to be one of the finest in the country (photo on request); accept £625.—Stifford Rd., Wallington, Surrey, Wallington 6677/8. [C5056]

### Alfa-Romeo Cars Wanted

**BARTLETT**—Alfa-Romeo specialists.—27a, Pembridge Villas, W.11. [W1013]

**PERFORMANCE CARS** urgently require Alfa-Romeos.—Great West Rd., Brentford, Middlesex, Ealing 8441; or—

**107**—New Cavendish St., Great Portland St. W.1. Museum 8221. [W5041]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

### Alfa-Romeo Spares and Service

**THOMSON & TAYLOR (BROOKLANDS)**, Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track Weybridge, Byfleet 520. [1024/R]

### ALLARD

**B. J. HUNTER, Ltd.**, offer:—

**1949** Allard drop head four-seater coupe, maker's body, attractive, £495.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

## SALES & WANTS

Turn to page 75 for Advertisement Form

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## MOTORISTS!

ACCOMMODATION—HOTELS,  
GUEST HOUSES, ETC. FOR  
BUSINESS OR PLEASURE

See page 74

### ALLARD

#### AC

**K2** Allard, June, 1951, sports 2-seater, one owner who must run saloon because of marriage, recorded mileage 16,000; this car has independent front suspension, the engine is fitted with the special Allard heads, manifolds, twin carburetors, and is one of the few to be finished in Spring Dawn pale blue metallic cellulose with scarlet piping and scarlet leather upholstery, the body having swept tail, luggage boot and fully flared wings; excellent hood and sidecreens, 5-inch speedometer and revolution counter, sprung steering wheels, remote control gear box, latest type fog lamp, Lifeguard puncture-proof inner tubes just fitted all round, brakes just relined and engine decarbonised, a really wonderful car to drive, cost new £1,555-10/-, offered at £655, or exchanges.—Colin, 50, Harley House, London, N.W.1. Welbeck 9345. [C1059]

**RICHARDS & CARR**, always best value.

**1950** (August) saloon, black, 5 good tyres, very smart; £550.

**1949** (June) drop head four-seater, black, 4 good tyres, new hood, smart; £445.

**1948** (June) drop head four-seater, good throughout; £365.

**35** Kinnerton St., Wilton Place, London, S.W.1. Eloane 5424. [C3045]

**ALLARD K2**, black, 15,000 miles, late 1951, chauffeur-driven, immaculate condition.—Gro. 2921. [C566]

**1950** P1 Allard saloon with heater good condition; £545.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

**GUY ALFRED & Co., Ltd.**, 1952 Allard drop head four-seater, manual gear box, 1,000 miles guaranteed, advantageous price—6-7, Warren St., W.1. Euston 5268. [C1005]

**ROSE & YOUNG, Ltd.**, offer 1951 (August) Allard saloon, five-button H.M.V. radio, low mileage, immaculate, black; £665—£65-69, Stenhouse Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station) Tube Hill 6464. [C5057]

**495** gnu.—Allard, October 1948, sports 4-seater, red leather concealed hood, tonneau cover, good tyres, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4013]

**ALLARD 1953** saloon, still under maker's guarantee, 5,000 miles only; latest reduced list price £1,559, accept £1,175.—Swanmore Garage, 1170-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 43544. [C4024]

**£435**!!—(Sept., 1948) Allard four-seater drop head coupe, beautifully finished in silver grey with leather interior to tone, fitted heater and Andre Telecontrol shock absorbers, a very outstanding example in every respect.

**CAMDEN MOTORS**, Leighton Buzzard, Beds, Tel. 2041; open till 8 p.m.; write for catalogue. [C1053]

**£695**!!—Magnificent Allard sports saloon, barely used, 1951 model but speedometer reads 9,000 and vehicle literally looks and runs like brand new saloon, costing £1,600; absolutely give away price, don't miss this, 3 months guarantee, hire purchase, exchanges.—Lambis, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) [C2052]

### Allard Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

**J2** wanted for cash.—Valentine 2098 or 4674. [W2018]

**ALLARD** in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018]

**ALLARD** or similar required for cash; drop head or tourer preferred.—Pollards 6095. [C5519]

**BARTLETT** will pay more for Allard cars.—27a, Pembridge Villas W.11. [W1013]

**PERFORMANCE CARS** urgently require Allard.—Great West Rd., Brentford, Middlesex, Ealing 8441; or—

**107**—New Cavendish St., Great Portland St. W.1. Museum 8221. [W5041]

**RICHARDS & CARR**, the best Allard buyers.—35, Kinnerton St., Wilton Place, London, S.W.1. Eloane 5424. [C3045]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Armstrong Siddeley Cars Wanted**  
**MARSTON MOTOR CO., Ltd.** for your Armstrong Siddeley.—Tel. Bta. 9000. Seven Sisters Rd., Tottenham, N.15. (0189/R)

**Armstrong Siddeley Spares and Service**  
**ARCOT ENGINEERING, Ltd.**

**ARMSTRONG SIDDELEY** owners, complete overhaul, service; 48 hours exchange engine service; prompt guaranteed work by specialists.  
**PRINCELECTOR** gear boxes, exchanges, reconditioning.  
 Arcot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. (0644/R)

**A LARGE** stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town, Tel. Gul. 418. (0760/R)

**HENLYS, Ltd.**, Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6219/7. (0662/R)

## ASTON MARTIN

**H. W. MOTORS, Ltd.**, offer:—

**1953** Aston Martin DB II saloon, finished satin-brown with red leather upholstery and contrasting beige piping; fitted with Vantage engine, indistinguishable from new, this car has done only 3,000 miles and is offered at £2,395.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. (C2042)

**GUY SALMON AUTOMOBILES** offer:—

**1953** Aston Martin D.B.11, Vantage engine, H.M.V. radio, 5,000 miles, £2,495.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-5. (C4001)

**BROOKLANDS:** Aston Martin distributors.—D.B.4 for early delivery. Buy or sell your car.—105, Brompton St., London, W.1. (C1029)

## Aston Martin Cars Wanted

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Aston Martin.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**ASTON MARTIN** cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor, Windsor 2002-3. (0197/R)

**HILLINGDON MOTORS** are interested in buying Aston Martins.—325, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412. (C2062)

## Aston Martin Spares and Service

**FRIARY MOTORS, Ltd.**

**ASTON MARTIN** main dealers.

**SOLE** suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities, 2-litre reconditioned engines available.—Straiton Rd., Old Windsor, Tel. Windsor 2002-3. (0198/R)

## AUSTIN SEVEN

**£235**—1939 Austin Big 7 saloon, spotless condition; terms.—Autosmos, 5, Balham High Rd., Balham 1509. (C1009)

**225** gns.—Austin 7, November 1936, Nippy sports 2-seater, sea green, spare worn, excellent condition, terms, exchanges.—Rowland Smith, below.

**125** gns.—Austin 7 1936 Open Road tourer, black, good condition; terms, exchanges; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

**1938** Austin Big 7 4-door saloon, in really clean condition and excellent order; £195, or £65 deposit, balance 18 months.—Tulse Hill Motors, Ltd., 29, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. (3621)

**£222**—1938 Austin Big 7 2-door de luxe saloon, magnificent specimen example, most carefully used and in rare condition; also choice, beautiful 1936 4-door Austin Big 7; also choice 1939 2-door Big 7.—Below.

**£165**—Austin Ruby de luxe saloon, excellent all-round condition; 3 months' guarantee, terms, exchanges.—Lambs, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

**ROY'S** offer: 1938 Big 7 4-door, £150; 1937 Ruby saloon, £125; 1937 2-seater, £135; 1936 2-seater, £95; 1935 tourer, £295; 1934 saloon, £301; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 6894. (C3059)

## Austin Seven Cars Wanted

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Austin 7.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Austin A30 Cars Wanted

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Austin A30.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## AUSTIN EIGHT

**1947** Austin 8 saloon, one owner; £395; 3 months' guarantee; terms and exchanges.  
**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

**£335**—1946 Austin 8 saloon, spotless condition; terms, exchanges.—C.A.P. Motors, 150, Clapham Rd. Reliance 2895-6. (C1038)

**1939** Austin 8 sin., sound vehicle; £230.—Smith and Hunter, Ltd., 376 Kensington High St., London, W.14. Tel. Western 2312. (C4019)

## Austin Eight Cars Wanted

**C. M. THE CAR MART, Ltd.**, London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. (0953/R)

**ROWLAND SMITH'S** the Car Buyers.—Highest cash prices for Austin 8.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## AUSTIN TEN

**1947** Austin 10, two, very good condition, black.—Herbert & Mills, Ltd., Gt. Portland St., W.1. Langham 3506-7. (C2056)

## AUSTIN TEN

**H. W. MOTORS, Ltd.**, offer:—

**1946** Austin 10 de luxe, finished black with brown leather upholstery, sunshine roof; this car is in exceptional condition and has recently been fitted with a factory reconditioned engine unit; £375.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. (C2042)

**1947** Austin 10 sun saloon, one owner, fitted heater; £425.  
**READ BROS. MOTOR CO. (LONDON), Ltd.**, 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. (C3048)

**1939** Austin 10 de luxe saloon, exceptional condition; £275, terms.—Newbery Cars, 19, First Parade, N.10. Tudor 3594. (5759)

**1946** Austin 10 saloon, black, brown reconditioned engine, excellent condition for age; £375.—Dobsons Ltd. (Austin Agents), Staines. Tel. 801. (C1074)

**£279**—1940 Austin 10 4-door de luxe saloon, excellent condition, bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107-8-9. (C2024)

## Austin Ten Cars Wanted

**C. M. THE CAR MART, Ltd.**, London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. (0953/R)

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Austin 10.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**REALLY** good second-hand Austin 10 required.—Cobb, 30, Harley House, N.W.1. (W1086)

## AUSTIN A40

**C. M. THE CAR MART, Ltd.**, London distributors, wish to purchase Austin A40 cars.—297, Euston Rd., N.W.1. Euston 1212. (0953/R)

**1952** Austin A40 Somerset saloon, heater, 7,000 miles; £725.

**1952** Austin A40 sports convertible, heater, 10,000 miles; £725.

**1951** Austin A40 Devon saloon, radio, heater, 15,000 miles; £655.

**C. M. THE CAR MART, Ltd.**, Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

**CHARLES RICKARDS, Ltd.**, offer:—

**1951** (July) Austin A40 Devon saloon, sliding roof, built-in radio and heater, dark green, one owner, 14,000 miles only; this car is in faultless condition throughout; £675.

**1953** (Jan.) Austin A40 Somerset, black, sliding roof, H.M.V. radio, heater, seat covers, 665 miles only, taxed to end of year, absolutely as new; £815.

**ALSO** a good selection of genuine low mileage cars, offered with our 5 months' guarantee.—56, Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. (C3050)

**C.M.I. CAR SALES (Pri. 6623)** offer:—

**1952** Austin Somerset, beige, good condition throughout; £675.

**THREE** months' guarantee; terms: list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—

**1952** Austin A40 sports convertible, black with beige leather, 11,000 miles; £750.

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford 6297-8-9. (C1057)

**1952** series Austin A40 4-door saloon, column gear change.—Autovark, Ltd., Winchester, Tel. 4854. (C1010)

**1949** A40, blue/blue leather, fitted heater, in very good condition; £455.—Haskins, Ladbroke 1155. (C3027)

**1951** A40 Devon saloon, bottle green and brown interior, heater, spare unused, 5,000 miles; £645.—Below.

**1952** (Nov.) A40 Somerset, grey with beige leather, fitted heater and sliding roof, 3,000 miles, as new; £765.—Robbins, East Putney. Tel. 4581. (C3010)

**1950** Austin A40 saloon, grey, an attractive car; £595.—S. Bowen & Son, Hillside Garage, Tel. Edgware 4464. (C1023)

**AUSTIN** Somerset saloon, 8,000 miles, beige, heater, as new; £695.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1246. (3705)

**1952** A40 sports coupe, colour grey, new engine, just run-in taxed, £695.—Woking Motors (Maybury Hill), Ltd., Woking 1928. (C4057)

**AUSTIN** A40 Somerset saloon, late November 1952, one owner/driver, as new; £745, or nearest.—Silcox, Water St., Pembroke Dock. (3549)

**1951** A40 saloon, heater, loose covers, fog lamp, as new; £645.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 9011. (C4004)

**£695**—1953 Austin A40 saloon, one owner.—Le Grier Elers, 107-9, Old Brompton Rd., South Kensington S.W.7. Kensington 2477. (C2055)

**£575**—1951 Austin A40 saloon, one owner.—Le Grier Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. (C2055)

**A40**—1951, dark green, radio, heater, 25,000 miles, one owner, £600.—Merritt, 48, Station Ave., Walton-on-Thames, Walton 2845. (3657)

**A40**, Countryman (Sept. 1950), fitted heater, fog lamp, very clean; £485.—165, Baldwins Lane, Hall Green, Birmingham, 23. Shirley 2694. (3654)

**1950** A40 4-door saloon, excellent condition, dark green, brown upholstery.—E.F.S. Motors, Kingston-by-Paas, Esher, Tel. Esherbrook 3000. (C2004)

## AUSTIN A40

**1950** Austin A40 saloon, completely overhauled, radio and heater, one owner; £575.—Harriet & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2055)

**1953** Austin Somerset saloon, sliding roof, beige, 285, £785.—Evans and O'Malley, Lowndes Sq., Knightsbridge, S.W.1. Sloane 1555 and 1709. (3634)

**1950** Austin A40 Devon saloon, heater, taxed year, colour beige, one owner only; £575.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 5431-2. (C3011)

**1800** miles only.—1952 A40 Somerset saloon, fitted heater; £775.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3586. (C1027)

**£825**—(Jan. 1953) Austin Somerset saloon, 2,662 miles (certificate available authenticating this figure), fitted heater and "screenwash"; this car is so obviously as brand new that further description is unnecessary.

**CAMDEN MOTORS, Leighton Buzzard, Beds.**, Tel. 2041; open till 8 p.m.; write for catalogue. (C1035)

**1951** Austin A40 saloon, finished in dark green with brown leather, sliding roof, radio, heater, an attractive one owner car; written guarantee, £645 terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Phone Langham 0012. (C2003)

**PRIDE & CLARKE, Ltd.**—1951 Austin A40 saloon, black beige (14,000 miles) or grey/blue leather (low mileage), one owner, heater, choice of 2 Troph. £599; 1949, green/brown leather, low mileage, heater, one owner; £539; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. (C3058)

## Austin A40 Cars Wanted

**C. M. THE CAR MART, Ltd.**, London distributors, wish to purchase Austin A40 cars.—297, Euston Rd., N.W.1. Euston 1212. (0953/R)

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Austin A40.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**C. A. PETO, Ltd.**, 42, North Audley St., W.1, wish to purchase immediately late model Austin A40.—May, 8051. (W3045)

**£700** cash waiting for best A40 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

**WANTED**—A40 saloons, in good condition.—Blue Star Garage, 65, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. (W4031)

**WHY** accept less for your Austin A40 saloon or Countryman when you get its full market value from Ferraris of Cricklewood, Ltd., 209-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (W2004)

## AUSTIN TWELVE

**1939** Austin 12 saloon, black, brown leather upholstery, very good condition throughout; £345.—MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8962. (C3004)

**AUSTIN** 12 saloon, 1939, very good condition throughout; £245.—91, Garrair Lane, Wandsworth, S.W.1. Battersea 5770. (C4062)

**1947** Austin 12 saloon, black and brown leather, nominal mileage, in excellent condition throughout; £450.

**JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7.** North 4441. (C1036)

**£125**—1956 model Austin 12-4 de luxe saloon, ex-cab, in excellent unrepeatable bargain, £20 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hamstead 6490. (C1024)

**49** gns.—Austin Heavy 12-4, August 1929, 4-door saloon dark blue, blue leather, very good condition, exchanges; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

## Austin Twelve Cars Wanted

**C. M. THE CAR MART, Ltd.**, London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. (0953/R)

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Austin 12.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## AUSTIN FOURTEEN

**£275**—Austin 14 special sports saloon, low-slung bodywork, like brand new with immaculate upholstery; this vehicle is literally outstanding and must be seen to be appreciated; 3 months' guarantee, hire purchase, exchanges.

**LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6621.** (East Finchley Underground.) (C2052)

## AUSTIN SIXTEEN

**£485**—1944 Austin 16 saloon, in excellent condition throughout.—Vandervell, 215, Waverley Stock Hill, N.W.3. Primrose 4441. (W4037)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN SIXTEEN

## DICKS.

1948 Austin 16 saloon, highly economical; £495.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middlesex. [C1072]

## CAR MART Ltd.

## LONDON Distributors.

1947 Austin 16hp saloon; £465.—Car Mart, Ltd., Euston House, 297, Euston Rd., N.W.1. [C2056A]

KAR SALES OF EGHAM offer:

1949 Austin 16 reconditioned engine, immaculate, taxed, reg.; £485.—High St., Egham, S.W.1. [C2056A]

1949 Austin 16, one owner, radio and heater; £495; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1948 Austin 16 sun saloon, radio, heater, one owner, immaculate condition; £495.—E. L. Mendel, Ltd., 85 Gt. Portland St., W.1. Lankham 2261-2. [C3067]

LIMOUSINE 1951 April, 16hp, Hirecar, privately owned, black, heater, excellent condition, reasonable cost.

HEARSE Latest Deluxe streamline 6-Bearer also 4-Bearer Deck Coachwork, lavishly equipped, low cost, bargain value. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

## Austin Sixteen Cars Wanted

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## CAR MART, Ltd.

## AUSTIN cars

## REQUIRED immediately.

## MAKE your enquiries to

## AUSTIN House, 297, Euston

## ROAD, London, N.W.1.

## TELEPHONE: Euston 1212. [C0955/R]

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Austin 16—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

HIRECAR Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

## AUSTIN A70 &amp; A90

## CAR MART, Ltd.

## LONDON Distributors.

NEW Austin A90 saloon, shop soiled; £945.

1953 Austin A70 Hereford saloon, heater, 1,000 miles; £825.

1952 Austin A70 coupe, heater, 11,000 miles; £895.

1950 Austin A70 Hampshire saloon, radio, heater, guaranteed; £615.

CAR MART, Ltd., Austin House, 297, Euston Rd., N.W.1, Euston 1212. [C1039]

H. W. MOTORS, Ltd., offer:—

1952 (June reg.), 8,000 miles, Austin Atlantic A90 sports saloon, this car is indistinguishable from new, finished black with beige leather upholstery, fitted heater and radio; £825.

1952 Austin Hereford (A70) saloon, suede green with brown leather upholstery; this car has only covered 14,000 miles and is in new condition; fitted special extras; £785.—H. W. Motors, Ltd., Watlington-Thames 2404-5-6. [C2042]

OVERSEAS CARS, Ltd., offer:—

1951 (November) Austin A90 saloon, black, red leather, radio and heater, one owner, mileage under 10,500; £725.—For other Overseas Car bargains see page 41.

OVERSEAS CARS, Ltd., 227 Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051]

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A70 saloon, brown with brown upholstery, sun roof, heater, recorded mileage 25,400; £645.

836—642, High Rd., N.12. Hillside 0024. [C2027]

PHILIP RICKARDS, Ltd., offer:—

1952 Austin A70, black finish, 3,000 miles, perfect, part exchange; deferred terms—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

WARWICK WRIGHT, Ltd., offer:—

1952 Austin A70 Hereford convertible coupe, grey, radio and heater, 6,000 miles; £995.

1952 Austin A70 Hereford saloon, green, heater, 7,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. [C4045]

H. A. SAUNDERS, Ltd., of Worcester.

1951 Austin A90 Atlantic saloon, grey with grey leather, radio and heater, 16,000 miles only by one careful owner; £785.

AUSTIN House, Worcester. Tel. 2568. [C4005]

1953 Austin Hereford, mileage 2,000, heater.—H. C. Paul, Ltd., 52, Bruton Place, W.1, Mayfair 0821. [C3040]

## AUSTIN A70 &amp; A90

## KAR SALES OF SOUTH HARROW offer:—

1950 Austin A70 saloon, perfect condition; £565.—50/56, Northolt Rd., South Harrow. Byron 5544. [C2056]

1952 Austin A90 saloon, black, immaculate; £895.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1, Eus. 6611. [C2023]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2 offer:—

1952 Austin A70 Hereford saloon, beige, brown leather, heater, speedo reading 12,000 this car is demonstration model and has never had a private owner, as new; £795. [C1001]

1952 Austin A90 saloon, black, red leather, 9,000 miles, one owner, spare unused; £965.

RIPCO, Ltd. (Austins Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952/4. [C3052]

1950 (October) Austin A70 saloon, radio and heater, one owner, in excellent order throughout; £585.

LYNE FRANK & WAGSTAFF, 5-5, Crouch End Hill, N.6. Mountview 4401. [C2056]

1952 (July) Austin A90 saloon, one owner, black, beige leather, 5,000 miles; £825.—Frickers of Holland Park, Park 5077. [C2016]

£645—1950 model (and registered) Austin Atlantic drop head four-seater coupe in black, beautiful specimen, exceptional value.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. [C1035]

A70 pick-up truck, November, 1951, 12,000 miles, spare unused; £450.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham. 2254). [C3043]

1952 Austin A70 Hereford sal., black, 6,000 miles, showroom condition; £435.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [C3043]

1951 Austin A70 sal., blue blue leather, heater, 12,000 miles, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [C4029]

AUSTIN A90 saloon, reg. May, 1953, radio, heater, 300 miles only; £1,050.—Green & Zonia, Ltd., 236/252, Deansgate, Manchester 3, Tel. Deansgate 5325/6. [C2028]

A70 (Nov. 1950), one owner, 22,000 miles, radio and heater, sunshine roof, black; £625. Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4658. [C4028]

JACK ROSE, Ltd., offer 1951 Austin A90 Atlantic hard top saloon, very clean inside and out, one owner; accept £765. Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C3056]

A90 hard top sports saloon delivered 1953, immaculate and unmarked, under 250 miles.—H. & Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

1952 (September) A70 Hereford saloon, genuine mileage 5,700, fitted radio, heater and licensed to December; £825.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [C1073]

TANKARD & SMITH, Ltd., offer 1952 Austin A70 Hereford saloon, one owner fitted heater, speedometer reading 7,000, showroom condition throughout; £825; 3 months' written guarantee—134-136 Kings Rd., Chelsea, S.W.3. Flaxman 4801/2/3. [C4026]

## Austin A70 and A90 Cars Wanted

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## CAR MART, Ltd.

## AUSTIN cars

## REQUIRED immediately.

## MAKE your enquiries to

## AUSTIN House, 297, Euston

## ROAD, London, N.W.1.

## TELEPHONE: Euston 1212 [C0353/R]

AUSTIN wanted in good condition for cash.—Valentine 2098 or 4674. [W2018]

RICHARDS & CARR buy A90s—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045]

£750 cash waiting for best A70 or similar car offered—54 Streatham Hill, S.W.2. Tulsa Hill 2676. [W3016]

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Austin A70 and A90—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

## AUSTIN EIGHTEEN

1938 Austin 18 7-seater limousine, two owners; £385; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

AUSTIN 18 7-seater limousine, f. fwd. occasional, division, well shod; £150; terms possible; w. ends—300, Westwood Lane, Blackfen Slidcup. [C3696]

CARR'S MOTOR MART—1938 (November) Austin 18 Norfolk saloon, black, radio, genuine 35,000 miles, written guarantee.—5, Warren St., W.1, Euston 3523. [C1040]

LIMOUSINE Latest Eighteen (late 1951), partition, forward occasional, black, total mileage 1740, equal new throughout, opportunity £1345. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

## AUSTIN EIGHTEEN

£495—Magnificent Austin 18 7-passenger de luxe saloon, full 7-seater face-forward occasional, in most beautiful and spotless condition, leather work immaculate, bodywork spotless, and mechanically 100%; 3 months' guarantee; hire purchase, exchanges.

LAMB, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

CAMDEN MOTORS—Austin 18hp Windsor 7-seater, late 1938, appearance quite immaculate throughout, magnificent history, privately owned (same owner many years), black coachwork unaltered, luxurious leather interior almost as new, widest occasional which have apparently never been in use, mechanical condition quite on a par with the appearance, magnificent set of tyres and all accessories in 100% order, suitable for highest class work, this Austin 18 is one of the best we have handled; £495.

CAMDEN MOTORS—Austin 18hp Iver limousine, 1939, a one owner car since new in very good condition, sound black finish with dark brown leather upholstery front and rear, division, occasional, moderate total mileage; £275.

CAMDEN MOTORS—Austin 18hp long chassis York, 1937, quite a nice one, privately owned some years, much mechanical reconditioning last three months, leather upholstery; £275.

CAMDEN MOTORS—Austin 18hp long chassis York 7-seater, 1936, bright and attractive coachwork, all leather upholstery, engine in good fettle, face forward occasional; £245.

CAMDEN MOTORS—Austin 18hp long chassis York 7-seater, 1935, similar to above model, in sound mechanical order, interior upholstery not quite so good; £195.

CAMDEN MOTORS—Austin 18hp Iver limousine, 1939, resprayed black about two months ago, dark blue leather front and rear, new pile carpets and Fort Dunlops done under 1,000 miles, ideal car for weddings and funerals; £445.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. [C1035]

## Austin Eighteen Cars Wanted

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THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1, Euston 1212. [C0956/R]

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Austin 18—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

7-PASSENGER privately owned 1939 39 Limousine, also Saloons, urgently required, cash waiting, A. & S., 2 Providence Court, North Audley Street, Mayfair-2941. [W1006]

## AUSTIN A125 &amp; A135

## CAR MART, Ltd.

## LONDON Distributors.

1950 Austin A135 Princess saloon, 15,000 miles; £1,275.

1951 Austin A125 Sheerline saloon, 4,000 miles; £1,195.

CAR MART, Ltd., Austin House, 297, Euston Rd., N.W.1, Euston 1212. [C1039]

B. J. HUNTER, Ltd., offer:—

1950 Austin Sheerline saloon fitted radio, heater, superlative condition; £850.

B. J. HUNTER, Ltd., 22, Criklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

PHILIP RICKARDS Ltd., offer:—

1951 (July) Austin Princess, black/beige, new India tyres just fitted, taxed year, 11,961 miles; £1,295; part exchange; deferred terms—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

GUY SALMON AUTOMOBILES offer:—

1951 (July) Austin Sheerline saloon, grey, grey leather, 16,000 miles, excellent condition; £1,150.—Portsmouth Rd., Thames Ditton, Esher 5551-2-3. [C4001]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Austin Sheerline, black, beige leather, radio, heater, mileage 16,000; £895.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

1950 Austin Sheerline saloon, black, 15,000 miles; £915.

1951 Austin Princess saloon; £1,220.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1, Eus. 6611. [C2023]

1951 (July) Austin A135 Princess saloon, 11,000 miles.—Weybridge 600. [C4023]

1953 Austin Sheerline, 300 miles only, radio, heater; £1,625.—Berry, Chert Gate House, Westcott, Dorset. Tel. Westcott 179. [C3006/1]

1953 Sheerline, grey, 2,000 miles only, virtually new.—Jas. H. Gait, Ltd., 52, Woodlands Rd., Glasgow, 5, Tel. Douglas 7598. [C3244]

1949 Sheerline, radio and heater, black, low mileage, £795.—Jack Pozner (Autos), 395, Hendon Way, N.W.4, Hendon 1423-4. [C3065]

1952 Sheerline limousine, 12,000 miles; £1,495.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

1949 Austin Sheerline saloon, in very nice condition throughout; £850, terms, exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11, Reliance 5071-2. [C3719]

1950 (June) Austin Sheerline, grey with grey leather, radio, heater, loose covers, taxed year, mileage 15,000; £890.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A125 &amp; A135

**1953** Sheerline, reg. 15/12/52, 5,900 miles only, bargain—Ingis Automobiles Ltd., 64-75 Pitt St., Edinburgh, 3. Tel. 26287. (13245)

**AUSTIN** Princess 1949 saloon, in almost new condition, £1,085.—Swanmore Garage, 1176-1180 Christchurch Rd., Boscombe, Bournemouth. Tel. 43344. (13024)

**NAYLOR & ROOT**—1951 Austin Sheerline saloon, black beige hide, 17,000 miles only, unblemished, 6,995, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (13022)

**1950** model Austin A135 Princess saloon, first reg. 24/11/49, black with brown leather, radio and heater, low mileage, in excellent condition, £395.—Herbert Robinson, Ltd., Cambridge, Tel. 4461. (13053)

**1953** Austin Sheerline saloon, black with beige leather, 300 miles only, for price and full particulars—George Box, Ltd., Aldams Rd., Dunsbury Tel. 652 (3 lines). (13588)

**1951** Austin Princess, 16,000 miles, radio, heater, two tone upholstery, in superb condition throughout, £1,375.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. (13006)

**AUSTIN** Sheerline saloon, black with fawn leather upholstery, first registered March, 1952, fitted with radio heater, demister, windscreen washer, sun-shine roof and sun cases, desirable mileage, £1,595, 3 months' comprehensive guarantee, part exchange and hire purchase—Ham. Kennins, Ltd., Leadmill Rd., Sheffield 1. Tel. 26451. (13631)

## Austin A125 and A135 Cars Wanted

**THE CAR MART, Ltd.**  
AUSTIN cars  
REQUIRED immediately.

MAKE your enquiries to  
AUSTIN House 297, Euston  
ROAD London N.W.1.  
TELEPHONE: Euston 1212. (10352/R)

**WANTED**—Sheerline limousines, in good condition.—Blue Star Garage, 65, Fortune Green Rd., West Hampstead, N.W.10. Ham. 2211. (W4031)

**LIMOUSINE** 7-passenger Sheerline required immediately, cash selling, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

## AUSTIN MISCELLANEOUS

**ARCHIE SIMONS & Co., Ltd.**—1952 (June) Austin A40 gown van, coachwork by Mayfair, nominal mileage, one fastidious owner, in showroom condition throughout, £255. (W4031)

**1950** Austin Sheerline, colour black, beige hide upholstery, fitted heater and radio and attractive loose covers, in immaculate condition throughout, £395. (W4031)

**1947** Austin 8, 4-door saloon, colour black, brown leather upholstery, factory record, engine recently fitted, one owner only since new, a very excellent and economical car in every way, £385.—44, Portland St., W.1. Lan. 1343. (C4013)

## Austin Miscellaneous Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3, Ham. 6041. (W4016/R)

**SLOCUMBS**, Ltd Willesden 4969

**WE** wish to purchase clean and genuine Austin cars, —35-32, Dudden Hill Lane, N.W.10. (W4017)

**AUSTINS** wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. (10322/R)

**AUSTIN** wanted in good condition for cash.—Valentine 2098 and 4674. (W4018)

**WALTON GARAGE (STAFFORD)**, Ltd., will buy for cash.—Walton, Stafford. Milford 293. (10804/R)

**MARSTON MOTOR CO.** for your Austin.—Tel. Sta. 3000, Seven Sisters Rd., Tottenham, N.15. (10598/R)

**HATTONS** will buy all post-war Austin models; distance no object.—Lord St., Southport. Tel. 2268. (10784/R)

**WEYBRIDGE AUTOMOBILES**, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 235. (10541/R)

## Austin Spares and Service

**A** FIRST-CLASS service for Austin replacement units and vehicle parts, pre-war and post-war spares in stock, open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 29, High St., S.W.19. Wim. 0123. (10414/R)

**NORMAND, Ltd.**  
THE best service only, highly skilled mechanics with efficient supervision.  
NORMAND, Ltd., 406-9, King St., W.6. Riv 3665. (10223)

**C. G. NORMAN and Co.**  
AUTHORIZED Austin main spare parts stockists, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. (10271/R)

**THE CAR MART, Ltd.**  
LONDON distributors; spare parts for all model cars and trucks.

**THE CAR MART, Ltd.**, Welsh Harp Road, Edgware Rd., N.W.9 (Hendon 6300) and at 16, Chiswick Rd., W.3 (Ealing 6717), and 322, Streatham High Rd., S.W.16 (Streatham 7751). (10160/R)

## Austin Spares and Service

**FOR** Austin spares and replacement units.—Sands, Burnham, Bucks 84. (10505/R)

**HAMMERSMITH**—Repairs service and overhauls.—Rogers Garage, Wellesley Avenue, W.6. Riverside 2644-5. (18054)

**AUSTIN** 7 spares, any year, any part; largest stockists in U.K. exchange units.—Tyr Northwood's first.—45-47, Newington Causeway, S.E.1. Hop. 2852, 2820. (10729/R)

**FOR** the finest service available post your enquiries to Swain & Jones, Ltd., Main Parts Stockists, Farnham, Surrey, for all spares from 1952 onwards; engines a speciality. (10968/R)

**AUSTIN** 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 19, Balham Hill, S.W.12, Battersea 3280/3769. (10448/R)

**AUSTIN** parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Epsom, Feltham, Middlesex. Tel. Feltham 4274-5. (10599/R)

**PRYNN & STEVENS**, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock repairs and service to Austin exclusively.—57, Acce Lane, S.W.2 Brixton 1155. (10184/R)

## BENTLEY (3), 4½-litre and New 4½-litre

**H. R. OWEN, Ltd.**  
LONDON'S Leading Specialists in Rolls-Royce and Bentley cars offer the following selection:—

**1952** Bentley 4½ R type sports saloon, black with fawn hide, 12,000 miles, £4,550.

**1952** Bentley 4½-litre standard steel saloon, black with tan hide, 16,000 miles, £5,850.

**1951** Bentley Mk VI 4-door sports saloon by James Young, black and grey with grey hide, 32,000 miles, £4,950.

**1950** Bentley Mk VI 4-door lightweight sports saloon by H. J. Mulliner Oxford and Cambridge blue with blue hide, 13,000 miles, £5,250.

**1950** Bentley Mk VI d.h.c. by Abbott, pearl grey with blue hide, 23,000 miles, £5,950.

**1950** Bentley Mk VI standard steel saloon, black with beige hide, 15,000 miles, £3,150.

**1950** Bentley Mk VI standard steel saloon, Tudor grey with pale blue hide, 59,000 miles, £2,850.

**1949** Bentley Mk VI standard steel saloon, two-tone grey with maroon hide, 46,000 miles, £2,650.

**1948** Bentley Mk VI 4-door sports saloon by Freestone and Webb, black with brown hide, 40,000 miles, £3,250.

**1948** Bentley Mk VI standard steel saloon, black with beige hide, 77,000 miles, £2,350.

**1947** Bentley Mk VI standard steel saloon, pearl black with blue hide, £2,195.

**1939** Bentley 4½, overdrive, high-vision sports saloon by H. J. Mulliner black and fawn with fawn hide, £1,750.

**1935** Bentley 3½ d.h.c. by Thrupp and Maberly, black with brown hide, £395.

**1935** Bentley 5½, sports saloon by Thrupp and Maberly, black with brown hide, £395.

**W** e are urgently requiring Bentley cars and invite communication from owners who have such vehicles for disposal.

**H. R. OWEN, Ltd.**  
17, Berkeley St., London, W.1. Tel. Mayfair 9060. (10302)

**C. M. CAR MART, Ltd.**  
1947 Bentley 4½-litre standard steel Mark VI saloon, beige with brown hide upholstery, guaranteed, £2,095.

**C. M. CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 5434. (10109)

**RIPPOBROS. Ltd.**  
THE leading Northern Bentley specialists  
HAVE a very fine selection of post-war Bentley cars.

**RIPPOBROS. Ltd.**, Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. (10906/R)

**JACK OLDING**, of Mayfair.  
OFFICIAL Bentley and Rolls-Royce retailers offer early delivery of new cars with standard and special coachwork.

**1952** Bentley 4½-litre large bore standard saloon, metallic grey, maroon leather, 18,000 miles, one owner.

**1951** Bentley 4½-litre H. J. Mulliner special lightweight saloon, two shades of blue, 15,000 miles, one owner.

**1951** Bentley 4½-litre standard saloon, black with brown leather, 28,000 miles, one owner.

**1951** Bentley 4½-litre standard saloon, two shades of grey, maroon leather, 19,500 miles, one owner.

**AUDLEY HOUSE** North Audley St., W.1. Mayfair 5242-3-4. (10300)

**TAYLOR & CRAWLEY** offer:—  
1950 Bentley sports saloon by James Young, 4-door, dark green, 22,000 miles only, one owner, beautiful condition, £3,350.

**1949** Bentley Mark VI P.S.C. saloon, modifications and history, £2,475.

**48** Kensington Court, W.8. Western 6015. (10406)

**BARTLETT**—Bentley 1937 Park Ward all steel, £1,150; Bentley 1934 Park Ward, £550.—27a, Pembridge Villas, W.11. (10101)

## BENTLEY (3), 4½-litre and New 4½-litre

**J. B. JACK BARCLAY, Ltd.**  
LARGEST Official Retailers of Rolls-Royce and Bentley, please write for stock list; example—1953 standard steel saloon finished in green with beige interior, one owner, mileage 54,000, price £2,750.—Jack Barclay, Ltd., Berkeley Square, London, W.1. Open until 8 p.m. Tel. May: 7444. (10102)

**MASCOT MOTORS, Ltd.**, offer:—  
1935 3½-litre Park Ward sports saloon, £775.

1934 3½-litre Thrupp & Maberly sports saloon, £3,550.

**MASCOT MOTORS, Ltd.**, 237-243, Kensal Road, Ladbroke Grove, W.10. Ladbroke 1251/2. (10307)

**MANN EGERTON & Co., Ltd.**, offer:—  
1952 Bentley Mk VI 4½-litre steel saloon, vineyard green with beige leather upholstery, radio, heater, etc., serviced only by makers, 9,000 miles, £3,750.

**1951** Bentley Mk VI 4½-litre steel saloon, special colour scheme of green and grey with beige leather upholstery, radio, heater, etc., serviced through-out only by accredited Bentley repairer, 29,000 miles, £3,350.

14, Berkeley St. London, W.1. Regent 2073. (10206)

**H. M. BENTLEY & PARTNERS, Ltd.**, offer:—  
1937 (November) 4½-litre Vanden Plas drop head four-seater coupe, 50,000, Bentley history, including complete engine overhaul, £1,195.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. (10101)

**COOMBS & SONS (GUILDFORD)**, Ltd., offer:—  
1936 Bentley 4½-litre four-seater drophead coupe by Park Ward, black, brown leather, £600 overhaul by makers 1950, £395.

**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Guildford 6197-8-9. (10157)

**1935** 3½-litre Bentley Park Ward drop head coupe, really first-class order.

**R. C. MORTIMER**, 235, Kensal Rd., London, W.10. Arnold 4604. (10307)

**1935** 3½-litre Bentley, body by Mann Egerton, metallic grey, green leather upholstery, exceptional history, £775.

**1948** Bentley Mark VI saloon, grey and black, with brown leather upholstery, immaculate condition, £2,175.

**WADHAM BROS. Ltd.**, Automobile House, Banister Rd., Southampton. Tel. 2991/3. (13578)

**1952** model Standard Steel Mark VI saloon, 15,000 miles, or exchange Jaguar Mark VII.—Stimpson's Motors, Camborne 3201. (15638)

**BENTLEY 1938 L.S. series Vanden Plas 4-door saloon**, black with beige upholstery; history available, £1,100 for quick sale.—Whi. 5961. (10625)

**CHARLES POLLETT**, Ltd., accredited Rolls-Royce and Bentley repairers and retailers, offer at keenly competitive prices the following Bentley Mark VI Standard Steel saloon, colour black; this car has covered a genuine 20,700 miles only and is in superb condition in every respect.

**OFFICIAL** Retailers and Repairers, 15, Berkeley St., W.1. Mayfair 6266.

**SERVICE WORKS and Stores**—Barnsdale Yard, off Klein Ave., W.9. Cunningham 3656. (10210)

**1948** Mark VI Bentley standard saloon, black and fawn, windshield, washers, Ace discs, wing valances, specially geared, immaculate; taxed, £1,975.—Box 7266. (15156)

**CAMDEN MOTORS**—Bentley 4½-litre Park Ward sports saloon, 1936, Bentley overhaul last year, including rewire and gear box reconditioning, superb condition, £275.

**CAMDEN MOTORS**—Bentley sports saloon, 1934, Barker 4-light body, most attractive appearance and in outstanding mechanical order, good history, two owners, fitted discs and Motorola radio, £645.

**CAMDEN MOTORS**—Bentley Vanden Plas saloon, late 1936, comprehensively overhauled by accredited Bentley specialists in 1950 and serviced by them since then, till available for nearly £250 reconditioning and maintenance, £725.

**CAMDEN MOTORS**—Bentley Vanden Plas sports 1936 series but slightly earlier registration than the above, general mechanical condition similar to above, £695.

**CAMDEN MOTORS**—Bentley 4½-litre Park Ward sports saloon, 1937, exceptional specimen, maintained regardless of cost and in superb order throughout, fitted radio, discs, seat covers, etc., £395.

**CAMDEN MOTORS**—Bentley 4½-litre Park Ward sports saloon with overdrive, first delivered and registered 30/12/39, immaculately finished in silver and black with luxurious leather upholstery; this car was purchased direct from private family, history of overhauls is known and includes rewire, clutch and brakes retriming, reconditioning of gear box, etc., since when the car has done but a nominal mileage; this magnificent Bentley, probably the finest example of its kind in the country, is offered to the discerning purchaser who is only interested in the finest money can buy—photographs will be supplied to genuine prospective purchaser, £1,495.

**CAMDEN MOTORS**—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m., write for catalogue. (10105)

**1938** Bentley 4½-litre sports saloon, black with green leather, maintained in excellent condition, £1,250.—Stratford, Ltd., 40 Berkeley St. W.1. (Mayfair 4404). (10422)

**3½** LITRE Bentley Mulliner saloon radio and heater, one owner 1934-1952, Bentley check-over this year, magnificent example, £650.—Charlton Kings Garage, Ltd., Cheltenham 2754. (15997)

**4½** Mark VI Bentley saloon, fitted H. J. Mulliner body, this car is unique in that it did not leave Bentley Motors (1931), until 1950, and was fitted with all the latest modifications at that time, £2,350.—Anthony Crook Motors, Ltd., Caterham 2250. (10194)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**BENTLEY (3½, 4½-litre and New 4½-litre)**

**BENTLEY** 4½-litre Mark VI Standard Steel saloon, black with brown leather upholstery, first registered April, 1951, fitted with radio, heater and demister; £3,000. 3 months' comprehensive guarantee. Below.

**BENTLEY** 3½-litre Mark VI Standard Steel Saloon, black with maroon leather upholstery and Bedford Cord loose covers, first registered November, 1952, fitted with radio, heater, demister and windscreen washer, negligible mileage. £4,200. 5 months' comprehensive guarantee, part exchange, and hire purchase—Kennings Ltd., Leadmill Rd., Sheffield 1. Tel. 26451. [W3632]

**BENTLEY** Mk VI 4½-litre (1952) Mk VI 4½-litre (1951), 3½-litre (1952), 4½-litre (1952), 6½-litre (1951) saloons at £3,595, £3,565, £3,965, £3,965, £4,245—Swanmore Garage, 1176-1180, Christchurch Rd., Bournemouth, Bournemouth. Tel. Southbourne 43544. [C4024]

**1949** Bentley Mark VI saloon, in first-class condition throughout, black with brown leather, heater, radio, windscreen washers, new tyres and Life-Guard tubes, one owner, and serviced by Rolls since new. £2,375.—R. W. Estill, The Limes, Clifton York. Tel. 53250. [W3202]

**SPORTS** 4-door 3½-litre H.J.M. Saloon, leather, boot, 2300 Bentley overhaul, good chassis, immaculate. £755.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

**BENTLEY (PRE 1931)**

**PERFORMANCE CARS**—Good selection always available, written guarantee.—See under "Sports Cars" [C3041/R]

**BENTLEY** 1926 5-litre open tourer, good tyres, reconditioned engine, autocarb, carb., licensed, £275 or offers.—Murray, 74, Wellington Rd., Bury. [W3575]

**1925** 5-litre Red Label short chassis Bentley drop head coupe, good mechanical condition, original bodywork, 5 good tyres, weatherproof, £230, seen Lincoln, Cambridge, Newbury—Wildsmith, Riseholme, Lincoln. [W3720]

**Bentley Cars Wanted**

**C** THE CAR MART, Ltd., wish to purchase Bentley cars.—Grosvenor House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [W3058/R]

**GUY SALMON AUTOMOBILES**

**PURCHASE** Bentley.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [W4001]

**SEE "Exchange."**—Lewis Motors, Gerrards Cross. [W3067]

**WANTED**, 1958 Bentley, 3½ or 4½-litre, must be in very sound condition throughout.

**JOHN WILSON AUTOS**, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. [W4055]

**BARTLETT**, Bentley saloon 1954-56 urgently required.—27a, Pembroke Villas, W.11. [W1013]

**RUSSELL MOTORS** will buy 3½ and 4½ Bentleys.—47, Blonnie St., S.W.1. Tel. Sloane 9288. [W3060]

**BENTLEY** Mark VI wanted, preferably under 30,000 miles.—Bowles, 2, Elm Park Court, Finner, Tel. 360

**PERFORMANCE CARS** urgently require Bentley.—Great West Rd., Brentford, Middlesex, Ealing 8841, or—

**107**, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

**M** K. VI steel saloons.—Reading Automobiles, Caversham Rd., Tel. Reading 5021-2. Special retailers and repairers. [W3551]

**£2000** offered for Bentley Mark VI saloon, private.—Please write "Tydings," Murchall Rd., Wolverhampton. [W3566]

**M** ARK VI standard saloon, 1947-8, in excellent condition.—The Basingstoke Motor Co., Ltd., Basingstoke, Tel. 477. [W1012]

**PRIVATE** buyer in North-West requires 1950-51, low mileage, Mark VI Bentley; details and price no dealers.—Box 7359. [W3425]

**HATTON MOTORS**, Ltd., Birmingham, will buy or part exchange your 3½ or 4½-litre Bentley.—71, Broad St., Midland 2437. [W3857/R]

**WEYBRIDGE AUTOMOBILES**, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 235. [W3040/R]

**SPORTS** 1955-59 Saloon required, reasonable mileage, good condition. Alpe & Saunders, Providence Court, North Audley Street, W.1. [W1006]

**JACK OLDING**, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W3030]

**TAYLOR & CRAWLEY** will buy low mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—48, Kensington Court, W.8. Western 6015. [C4036]

**H. F. EDWARDS** urgently require good Bentley for immediate cash; distance no object. Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

**R. C. MORTLAKE** wishes to purchase good pre-war or post-war Bentley and Rolls-Royce cars, any type of coachwork.—253, Kensal Rd., London, W.10. Arnold 4604. [W3017]

**R. S. MEAD (SALES)**, Ltd., are anxious to purchase late model Bentley saloons or coupes fitted with either standard or special bodies.—41, Queen St., Maidenhead, Tel. Maidenhead 3451-2. [W3011]

**REQUIRED**, 1951-2 low-mileage Bentley saloon with special body, preferably H. J. Mulliner or James Young, private purchaser, London area.—Write Box 5259, c/o Knight's, 1, Wardour St., London, W.1. [W3558]

**CHARLES FOLLETT** Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Egin Ave. W.9. Tel. Cunningham 5956-7-8. [W0592/R]

**Bentley Spares and Service**

**JACK BARCLAY**, Ltd.

**LARGEST** official retailers and repairers of Bentley cars, servicing or complete overhaul, mechanical or coachwork, large stock of spares for all types.

**WORKS**—Lombard Rd., Morden Rd., Merton. S.W.19. Liberty 7222 (8 lines). [W1082/R]

**CHARLES FOLLETT**, Ltd., officially appointed retailers and repairers.

**SHOWROOMS**: 18, Berkeley St., W.1. Mayfair 6266

**SPARE parts**

**SERVICE**: Barnsdale Yard off Egin Ave., W.9. Tel. Cunningham 5956-7-8. [W0593/R]

**MERCHISTON MOTORS**, specialists for Bentley and Rolls-Royce—Works Director, "Wilkie" Wilkinson, Merchiston Mews, Edinburgh, 10. Tel. Justice 2785. [W0566]

**ALL** spares and replacements for pre-war Rolls-Royce Bentleys, full repair service at most reasonable prices.—Compton, 69, Westow St., Crystal Palace, Tel. Livingstone 5562. [W4090/R]

**JACK OLDING**, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5252 for collection.—18, Providence Court, W.1. [W3030/R]

**B.M.W.**

**!!** Chipstead Motors, Ltd.—See our advertisement under "Sports Cars" [C1046]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

**PRIDE & CLARKE**, Ltd., the Bond Minor buyers; H.J. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [W0545/R]

**RAYMOND WAY** Bond Minor Spares and Service

**RAYMOND WAY** Bond Minor repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; satisfactory modifications can be fitted to order if required.

**RAYMOND WAY** of Kilburn. [W0627/R]

**BRISTOL**

**ANTHONY CROOK** offer:—

**1953** Bristol 405 saloons, new.

**1953** Bristol 401 saloon, new.

**1951** 401, black, one owner.

**ALL** the above supplied and maintained by us from new.

**1950** 402 drop head, cream

**OTHER** cars being extensively reconditioned before re-sale and available shortly.

**ANTHONY CROOK MOTORS**, leading distributors of A Bristol cars since their inception.—Caterham Hill, Surrey. Tel. 2232-3. [C1063]

**K** EVILL DAVIES & MARCH, Ltd.

**OFFICIAL** Bristol retailers.

**41**—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [C3054/R]

**K** EVILL DAVIES & MARCH, Ltd., offer:—

**1952** Bristol 401, grey, radiator and heater, a very difficult beautiful car, low mileage in excellent condition throughout.

**41**—42, Hay's Mews, Berkeley Square, W.1. Tel. Grosvenor 2563. [C2054]

**UNIVERSITY MOTORS**, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [W0618/R]

**1953** Bristol 401, registered May 1, special radio, guaranteed only 890 miles; £2,400.—Sanderson & Holmes, Ltd., London Rd., Derby. Tel. 47471-5. [W3662]

**BRISTOL** 400 saloon, close ratio gear box, 85C engine, very low mileage, can be described as new; £1,545.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036]

**1951** Bristol 401, genuine 15,000 miles, immaculate throughout, extras include radio, chrome, polished wheels, enthusiasm maintained; £1,795, urgent sale.—Bogner Reix 775. [W3707]

**1952** Bristol 401 saloon, 12,500 miles, in new condition throughout, fitted radio, heater, windscreen washers, oil cooler; £2,250.—Harry Martin, 23, Devonshire Place Mews, W.1. Welbeck 3294. [W3711]

**Bristol Cars Wanted**

**BARTLETT**,—Bristol 400 saloon urgently required.—27a, Pembroke Villas, W.11. [W1013]

**PERFORMANCE CARS** urgently require Bristols.—Great West Rd., Brentford, Middlesex, Ealing 8841; or—

**107**, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041]

**A.F.N. Ltd.** will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth Middx. (Hounslow 0011). [W4076/R]

**H. F. EDWARDS** urgently require good Bristol for immediate cash, distance no object.—Details please to: 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2003]

**B.S.A.**

**125** ans.—B.S.A. Scout, 1955 (registered 1956), 3 months' 2 10hp sports 2-seater, black, very good condition; choice of Scouts terms, exchanges; list, week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**B.S.A. Cars Wanted**

**B** S.A. in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

**B.S.A. Spares and Service**

**BASIL ROY** Ltd.—B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [W1044/R]

**BUGATTI**

**BUGATTI** type 57a, two for disposal, 110 mph, drop head coupe and International 4-seater; £1,050 and £975.—J. Lennon Burton, Lonsdale Rd., Kilburn, N.W.6. Maids Vale 1531. [W0628/R]

**TYPE** 43 chassis Grand Sport 2½-seater with 3.5-litre Type 49 engine, raised compression and 4 carburetors, must be sold due to posting overseas.—W. L. Morgan, R.A.F., Boscombe Down, Amesbury, Wilt. [W3608]

**Bugatti Spares and Service**

**J. LEMON BURTON**, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maids Vale 1531. [W0717/R]

**BUICK**

**METCALFE & MUNDY**, Ltd.

**1939** Buick Century 51hp drop head coupe by Carlton, radio and heater, carefully maintained at works, £395. [C3064]

**METCALFE & MUNDY**, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

**1949** Buick 1.h.d. 2-door saloon, 42,000, radio, heater, covers; £935.

**G** LAYTE & Co., The Highway, Beaconsfield, Tel. 5708

**1937** Buick 7-passenger limousine, immaculate; £375.—Lawton-Goodman, 135, Crickwood Broadway, N.W.2. Gladstone 2226. [C2022]

**£180** or terms.—Buick Viceroy saloon 1936, exceptionally well maintained, wants seeing.—7, Radcliffe Rd., Crayford 1503 (private). [C2041]

**£385** or first reasonable offer.—1939 Buick 4-door sedan, saloon, genuinely in beautiful order, trade offers invited (evenings).—Yarmouth, Wight 364. [W3669]

**£95**!!—Buick 30hp de luxe saloon, large modern looking vehicle at bargain price; 3 months' guarantee; hire purchase, exchanges.

**L** AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

**1939** Buick straight 8 drop head coupe, black, brown leather, genuine 12,000 miles, immaculate motor car, heater, one owner, first registered July, 1940; £675.

**JACK OLDING & Co.**, 8-10, North Audley St., W. Mayfair 5242-3-4. [C3030]

**1946** Buick Super 51, right-hand drive, radio, heater, twin colour scheme, complete engine overhaul; £375.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036]

**BUICK** I.A. series 7-seater limousine, division f. fwd. occasional, black and chrome, snip for hire operator; £160, terms possible; w.-ends.—300, Westwood Lane, Blackfen, Sidcup. [W3694]

**JOE THOMPSON**

**JOE THOMPSON (MOTORS)**, Ltd., buyers of Buick.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

**METCALFE & MUNDY**, Ltd., will buy your Buick car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064]

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R]

**7-SEATER** private 1937/38 Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

**SOLE** concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [W0604/R]

**BUICK** sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [W1041/R]

**Buick Spares and Service**

**CADILLAC**

**CASS'S MOTOR MART**—1959 Cadillac 75 d/h four-some coupe, radio, heater, superb order; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040]

**LIMOUSINE**, 1938, Double Enclosed, 8-passenger, radio, privately owned, beautiful condition throughout, black, mileage negligible. £785. Another similar. £695.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

**JOE THOMPSON**

**JOE THOMPSON (MOTORS)**, Ltd., buyers of Cadillac.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., the Cadillac buyers.—Wembley 8691/3903. [W4015/R]

**METCALFE & MUNDY**, Ltd., will buy your Cadillac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064]

**SOLE** concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [W0604/R]

**CADILLAC** sole concessionaires Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [W1041/R]

**CHEVROLET**

**METCALFE & MUNDY**, Ltd.

**1950** (October) Special Chevrolet Bel Air Hard Top convertible, maroon and cream, heater, radio, loose covers, twin pass lights, hand swivelling spot light, recorded mileage 13,000, 25mpg, a most beautiful car.

**METCALFE & MUNDY**, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

**RHD** Chevrolet 4-door saloon, 2,000 miles only.—Joe Thompson (Motors) Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## CHEVROLET

**1951** Chevrolet Bel Air coupe, 8,000 miles, radio and heater. Powerglide transmission; £1,395.  
**1951** Chevrolet 4-dr Styleline de luxe saloon, r.h.d., 19,000 miles, radio and heater; £1,595.  
**CHOICE** of other Chevrolets usually in stock.  
**BRITISH & COLONIAL MOTORS, Ltd.** (Distributors for London & Home Counties), 13/14, Upper St., Martin's Lane, W.C.2. Temple Bar 5588. (C1027)  
**1948** Chevrolet Stylemaster 2-door saloon, radio, heater, numerous extras, l.h.d., taxed December; £525.—Brookside Motors, 102, High Rd., Uxbridge, Tel. 184, 10 a.m. to 7 p.m. (C1030)

## Chevrolet Cars Wanted

**JOE THOMPSON.**  
**JOE THOMPSON (MOTORS), Ltd.**, buyers of Chevrolet, —97, Fulham Rd., S.W.3. Kennington 4858. (W4028)  
**METCALFE & MUNDY, Ltd.**, will buy your Chevrolet car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. (W3064)  
**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the Chevrolet buyers; also large selection for sale. See under "American Cars." Wembley 9691/9503. (W4015/R)  
**BRITISH & COLONIAL MOTORS, Ltd.**, distributors for London and Home Counties, require good Chevrolet cars.—Upper St., Martin's Lane, W.C.2. Temple Bar 5588. (W1027/R)

## Chevrolet Spares and Service

distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Temple Bar 5588. (C1027/R)

## CHRYSLER

**1939** Chrysler 24hp Kew saloon, exceptional bargain; £285.—A.Z. MOTORS, Palmerston Rd., N.W.6. Mai. 4725. (C1011)  
**1949** Chrysler Windsor saloon, right-hand drive, black with brown leather, radio, genuine 12,000 miles, a very attractive and immaculate car.  
**G & R GARAGE, Ltd.**, 35, Victoria Rd., Surbiton, Elmbridge 6755. (C2025)

## Chrysler Cars Wanted

**UTO SALES (LONDON), Ltd.**  
**CHRYSLER** distributors, will purchase all types of Chrysler cars, including 1950, Beisze Rd., Swiss Cottage, N.W.8. Mai. 5555/2155. (W4043/R)  
**ROWLAND SMITH'S, The Car Buyers.**—Highest cash prices for Chrysler.—Hamstead (Tube), N.W.5. Ham. 6041. (W4018/R)

**7-SEATERS** private 1938/39 (24 28hp) Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2841. (W1006)

## Chrysler Spares and Service

**UTO SALES (LONDON), Ltd.**  
**CHRYSLER** distributors, spares for all models; exchange reconditioned units in stock.—59-65, Beisze Rd., N.W.8. Mai. 5555/2155. (W4043/R)  
**CHRYSLER Specialists.** comprehensive spares, engines and exchange units for all models.  
**CHURCH ROAD ENG. Co., Ltd.**, Hadleigh, Essex, Tel. Hadleigh, Essex, 57271. (W964)  
**CHRYSLER Specialists.** repairs spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. (W581/R)

## CITROEN

**DICKS.**  
**1946** Citroen 15 saloon, one owner, works maintained; £450.  
**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)  
**C. O. NORMAN & Co.**

**CITROEN** Sole Distributors for the County of London, Service spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—30, Vauxhall Bridge Road, S.W.1. Vic. 2211, 10756/R

## RUSSELL MOTORS offer:—

**1948** Light 15 Citroen, colour black, two owners only.  
**ANY** trial or examination.  
**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.**, 47, Sloane St., S.W.1. Tel. Sloane 9288. (C3060)

## B. J. HUNTER, Ltd., offer:—

**1952** Citroen 15 saloon, low mileage, fitted radio heater; £850.  
**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. (C2040)

## RICHARDS & CARR, always best value

**1950** Light 15, 16,000 miles faultless and extremely smart; £695.  
**35** Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C3045)

## GROSVENOR MOTORS (M.C.), Ltd.

**1947** model Citroen Light 15 de luxe saloon, metallic silver with red leather upholstery, an excellent example, first 2445—135, Oxford Rd., Tel. Ard. 2950. (W3702)

## JOHN S. TRUSCOTT, Ltd., for Citroen.

**ONLY** first-class examples are offered.  
**PRESENT** stock includes 1950 Light 15, £625; also 1953 Light 15hp, mist green, 2,900 miles only, £695, others usually available.  
**OFFICIALLY** appointed Citroen agents; new models from stock, exchanges, deferred terms.  
**JOHN S. TRUSCOTT, Ltd.**, 173, Westbourne Grove, W.11. Bay. 4274. (C3085)

**WORTHING MOTOR Co., Ltd.**, for Citroen sales, spares service.—Tel. Worthing 71. (W3540)

## CITROEN

**£225**—1939 Citroen Light 15, clean car; terms.—Autohips, 5, Balham High Rd., Balham 1509. (C1009)

**1939** Citroen 12hp saloon, finished black with leather interior, reconditioned engine, £295.  
**MAIDSTONE ENGINEERING Co.**, Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C3000)

**CITROEN**, '48, black, taxed, marvellous performance, any trial; £495.—Smith's, 220, Maryvale Rd., Bourville. (W3579)

**1951** (May) Citroen Light 15 saloon, grey with red leather, low mileage, one owner, perfect condition throughout; £735.  
**H. A. SAUNDERS, Ltd.**, 326-330, Euston Rd., N.W.1. Euston 4511. (C4040)

**1947** Citroen Light 15, beautiful specimen; £495.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). (C2050)

**1948** Light 15 black saloon, excellent condition, fast, economical, death reason sale; £500.—Morris, 26, Cromwell Rd., Derby. (W3654)

**CITROEN** 15 Roadster, 1940, just repainted metallic grey, drive and steering pivots recently repainted; £325.—Box 7497. (W3610)

**APRIL**, 1953, Citroen Light 15 de luxe saloon, steel grey with red leather—bench-type front seat, 1,800 miles, carefully run-in, unblemished; £890.  
**PHILIP H. JOHNSON, Ltd.**, Citroen Distributors, Opposite G.P.O., King's Lynn. Tel. 2424. (W3559)

**1950** 6-cyl. Citroen, colour alpine blue with maroon upholstery, immaculate condition throughout, 25,000 miles, privately owned; seen London; price £750.—Tel. West 7052. (W3722)

**1952** Citroen 15, one owner, grey, sun roof, 16,000 miles; £795; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 588. (C3014)

**1951** Citroen Light 15 saloon, black with red leather upholstery, sliding roof, a most attractive one owner car, thoroughly recommended, written guarantee; £725; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2003)

**14000** miles.—July, 1950, Citroen Big 6 de luxe saloon, mist green with beige hide upholstery, radio and heater, unmarked and as new; £250; to-day's list price over £1,400.—Broadway Motors, 67, High St., Hounslow, Hounslow 0175. (C1028)

**1946** (September) Citroen Light 15 full de luxe saloon, finished in the original and unblemished black with leather interior, fitted radio, heater, taxed for the year, excellent tyres, sunshade roof, a most superior example, copies of bills for over £200 in last 15 months; £450.  
**MAIDSTONE ENGINEERING Co.**, Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C3000)

## Citroen Cars Wanted

**THE CAR MART, Ltd.**, wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 5454, 0172/R

**ROWLAND SMITH'S, The Car Buyers.**—Highest cash prices for Citroen.—Hamstead (Tube), N.W.5. Ham. 6041. (W4018/R)

**ACE SERVICE STATION (LONDON), Ltd.**  
**THE** Citroen distributors, are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.  
**NORTH Circular Rd.**, Stonebridge Park, N.W.10. Elgar 5585 (5 lines). (W1000/R)

**CITROEN** in good condition for cash.—Tel. Valentine 2098 or 4674. (W2015)

**PERFORMANCE CARS** urgently require Citroens.—Great West Rd., Brentford Middlesex. Ealing 8841 or—New Cavendish St., Great Portland St. W.1. Museum 5221. (W3041)

**107** New Cavendish St., Great Portland St. W.1. Museum 5221. (W3041)  
**RICHARDS & CARR** buy post-war and good pre-war Citroens.—35, Kinnerton St., Wilton Place, London S.W.1. Sloane 5424. (W5045)

**CITROEN**—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. (W4035)

**CITROEN** cars wanted for cash or part exchange by the Citroen specialists and stockists.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 663. (W2061)

**H. F. EDWARDS** urgently require good Citroen for immediate cash; distance no object.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

**KENT**—H. F. Edwards urgently require good Citroen for immediate cash; distance no object.—Details please to: 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. (W2003)

## Citroen Spares and Service

**SOUTH** of the Thames.  
**BALES** of Croydon, distributors and specialists for over 25 years; repairs overhauls and spares. Tel. Croydon 3151-2. (W1017/R)

**THE HEADINGLEY MOTOR & ENG. Co., Ltd.**, 8, Olney Rd., Leeds, 6. Tel. 52627-8  
**THE** Citroen Specialists; all spares stocked; immediate exchange drive shafts, gear boxes, steering units, etc. (W2061)

**WIDCOMBE GARAGES, Ltd.**, Pulleney Rd., Bath 4865.—Citroen parts, reconditioned drive, transmission, 48-hr. service. (W3096)

**WOODFORD CAR MART, Essex** distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. (W2003)

## Citroen Spares and Service

**SHRIMPSON'S MOTORS, Ltd.**—London Distributors Head office and showrooms—242-244, Brompton Rd., S.W.5. Kennington 9466.  
**SPARES** and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490 10727/R

**CITROEN**—We are distributors for N.W. Kent and specialize in reconditioning these cars; front drive assemblies fitted from stock.—Barnhurst Garage, Ltd., Bexleyheath 725. (W746/R)

**BOWES ROAD GARAGE & ENGINEERING Co., Ltd.**—Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls; swive joints reconditioned 48-hr., all spares stocked. (W5055/R)

## CONNAUGHT

**L. F. WARD, Ltd.**  
**1949** Connaught sports 2-seater, all-weather equipment, extremely fast car.  
**L. F. WARD, Ltd.**, Hanover Court Yard, Hanover St., London W.1. Tel. Mayfair 0174. (C4041)

## COND

**CORD** 1939 2-seater drop head coupe, body and hood immaculate, wireless and heater; all reasonable offers considered.—Box 7495. (W3602)

## DAIMLER

**CAR MART, Ltd.**  
**1948** Daimler 2½-litre saloon, guaranteed; £775.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. (C1039)

**GUY SALMON AUTOMOBILES** offer:—  
**1952** Daimler 2½-litre special sports coupe, dark and light green/fawn leather interior, H.M.V. radio, 9,000 miles, one owner, an absolutely superb example of this outstanding model; £1,795.  
**1952** (December '51 delivery) Daimler Consort saloon, black/red leather, under 10,000 miles, H.M.V. radio, faultless condition; £1,295.—Forthampton Rd., Thames Ditton, Elmbridge 5551-2-5. (C4001)

**STRATSTONE, Ltd.**, Daimler Distributors.  
**DAIMLER** 27hp 7-passenger limousine (1947), black with cloth to rear, chauffeur kept; £2,500.  
**DAIMLER** 2½-litre special sports coupe (1951), duo fawn with beige leather, most attractive; £1,595.  
**DAIMLER** 2½-litre saloon (1949), black with brown leather, radio, excellent condition; £925.  
**DAIMLER** 2½-litre saloon (1946), grey with red leather, well maintained; £825.  
**STRATSTONE**, 30, Berkeley St., W.1 (Mayfair 3404).  
**Service**, 7, Herland St., Russell Square, W.C.1 (Terminus 7464). (C4022)

**1934** Daimler 20hp saloon, new tyres and battery, sound condition; £150.—Box 7416. (W3551)

**1951** (Sept.) Daimler sports drop head coupe, black/brown leather, one owner, 2,400 miles only, condition as new; £1,765.  
**H. A. SAUNDERS, Ltd.**, 326-330, Euston Rd., N.W.1. Euston 4511. (C4040)

**1936** Daimler 24hp limousine, occasional seats, ideal hire car, blue; £350.—Colly's Garage, Earls Court Rd., S.W.5. Fro. 0063. (W3510)

**CASS'S MOTOR MART**—1959 Daimler 2½-litre sports saloon, black, one owner, superb, written guarantee.—5 Warren St., W.1 Euston 4110. (C1040)

**£145** o.n.o.—Daimler 15hp coupe, fixed head, sliding roof, preselector, well kept, just decarboxised, owner going abroad.—Wimborne 4528. (W3665)

**1950** Daimler Consort saloon, black/green, 20,000 miles, chauffeur-kept car; £1,075.—Taylor & Crawley, 48, Kensington Court, W.8. Western 8015. (C4038)

**£1150**—1951 Daimler Consort saloon, one owner, immaculate.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. (C2055)

**1950** model 2½-litre sun saloon, black, green leather, heater, taxed year, spotless; £910.—Welham's Surbiton Hill Rd., Surbiton, Elmbridge 1873. (W2666)

**£1145** 11—Daimler Consort saloon, 1951, dark blue, leather to tone, a one-owner car immaculately maintained in very beautiful condition indeed, heater, Regency seat covers, etc.  
**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. (C1035)

**1951** Daimler Consort 2½-litre saloon, one owner, twin speaker H.M.V. radio, heater and other extras, 50,000 miles, carefully maintained and guaranteed by us—Campbell Symonds, Pervaise 4456. (C1057)

**KENTISH & THOMSON, Ltd.**—1958 Daimler 15 sports saloon, one owner since new, 55,000 miles only in immaculate condition; £450.—564-6, Wickham Rd., Croydon, Springpark 3477. (C2047)

**DAIMLER** 2½-litre Barker special sports coupe, red and cream, 1951 model, mileage 19,000, as new throughout, any trial or inspection; bargain £1,595.—Linley, 25, Watford Rd., Kings Norton, Birmingham, Tel. Kin 2827. (W3672)

**ROY'S** offer: 1958 Daimler 2-litre saloon, reconditioned engine, new selector box, etc., just fitted at cost of £250, faultless condition throughout; £375, h.p. and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8994. (C3059)

**£375**—Daimler 20 saloon, 1958, 47,000 miles, engine, new maintained, extensive renewals, excellent condition and performance, modern lines, new tyres, battery, taxed year.—Fletcher, Coggers Lane, Hathersage, Sheffield. Hathersage 285. (W3686)

**1245** gns.—Daimler 1951 2½-litre Consort saloon, black, brown leather, heater, preselector, one very careful owner, 7,800 miles only, good tyres, original spare unused, heavy sun condition, cost £2,148; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6341. (C4013)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**DAIMLER**  
**LIMOUSINE**, 1937/El.24 partition, leather throughout, widest occasional, black, desirable condition, bargain value—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1056)

**GUY SALMON AUTOMOBILES**  
**PURCHASE** Daimler—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (W4001)

**WANTED**, 39/40 Daimler 2½-litre or Lancaster 14 sports saloon.—Box 7515. (W4018/R)

**ROWLAND SMITH'S**, The Car Buyers.—Highest cash prices for Daimler—Hamstead (Tube), N.W.5 Ham. 6041. (W4018/R)

**7-PASSENGER** 1937/38/39 privately owned 24hp Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

**DAIMLER** and **Lanchester** specialists.—Debnam Motors, 17, Atherton Mews, S.W.7 Western 4541. (W4001)

**ARCOT ENGINEERING**, Ltd.—Pre-selector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.5 Kensington 7501. (W4001)

**CROYDON**—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kilburn Rd., Croydon 5775. (W4001)

**ALLEN'S** Victoria Rise, Clapham, S.W.4 Daimler and Lanchester appointed, repairs and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. (W4060/R)

**DARRACO**  
**Chipstead Motors, Ltd.**—See our advertisement under "Sports Cars." (C1046)

**DELAGE**  
**BROOKLANDS**—Individuality, new and used cars.

**1951** series Delage D6 saloon, body by Letourneur and Marchand, mileage 9,000. (C1029)

**103**, New Bond St., London, W.1. Mayfair 8551-6. (C1029)

**Chipstead Motors, Ltd.**—See our advertisement under "Sports Cars." (C1046)

**DELAGE SPARES AND SERVICE**  
**SELBORNES**, World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. (W0659/R)

**DELAHAYE**  
**SELBORNES**, sole concessionaires, offer almost new 135 Delahaye sedan, 500 miles only, at greatly reduced price of 2,100gns.—82, Park St., W.1. (W447)

**DELAGE SPARES AND SERVICE**  
**SELBORNES**, World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. (W0660/R)

**DELLOW**  
**GORDON GARAGE (DULWICH)**, Ltd., Dellow distributors for London and South-Eastern counties.—35-35, East Dulwich Rd., London, S.E.22. New Cross 3704. (W0610/R)

**D.K.W.**  
**CHOICE** of 2 D.K.W. cars, available in very nice condition.

**B. & M. GARAGES**, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. (W0016/R)

**D.K.W. SPARES AND SERVICE**  
**NEW** big-ends and mains fitted to D.K.W. crankshafts.

**F. SMITH & Co.**, 85-85, St. John's Hill, Clapham Junction Bat. 0871. (W066/R)

**7-SEATERS** private 1938/39 Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

**DODGE SPARES AND SERVICE**  
**Church Road Engineering Co., Ltd.**, Dodge Distributors, Huddersfield, Essex. Tel. 58474/57127. (W192/R)

**DODGE** specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors) Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. (W0862/R)

**FIAT**  
**FOR** Fiat enthusiasts.

**CLAIRMONTES BROS.**, Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8. Mountview 5285. (W440/R)

**ELITE MOTORS** offer:—

**1938** Fiat 500 cabriolet, grey/blue, in really exceptional condition, faultless mechanically and very attractive appearance, £265.

**ELITE MOTORS**, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). (C2005)

**GROSVENOR MOTORS (M/C)**, Ltd.

**1948** Fiat 1500 d.h. coupe, body by Ghise, just reconditioned ivory with red wheels, this exciting looking car is mechanically perfect, roadholding and performance with economy, fitted brown tailored seat covers, an outstanding car, £595.—185, Oxford Rd. Tel. Ard. 2950. (W3701)

**Chipstead Motors, Ltd.**—See our advertisement under "Sports Cars." (C1046)

**1939** Fiat 500 2-str. convertible, recent overhaul and respray, good tyres, mech. sound; £235 o.n.o.—122, Fuxley Lane, Purley, Uplands 3769. (W3674)

**1948** Fiat 500 cabriolet, one owner, extremely smart, mechanically faultless; £425.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, W.1. (C3045)

**500** model 1939, 2-str., choice of three.—Fox & Nicholl Ltd., Derwent 1122. (C2013)

**1948** 500 coupe, low mileage, one owner; 1939 2- and 4-seaters, fully reconditioned, guaranteed.—C. V. Rushmer, The Fiat Specialist, 39, Holland Park, W.1. Park 5731. (C3061)

**MAYFAIR GARAGES**, Ltd., aim to give the finest value possible using Fiat cars, and always carry a very large selection of guaranteed models in stock at competitive prices.—Below.

**MAYFAIR GARAGES**, Ltd., 500s, 1100s and 1500s from £195 to £425, all with three months' guarantee.—Below.

**MAYFAIR GARAGES**, Ltd., send for illustrated Road Test report, and copy of "The Autocar" literature, price list, and copy of "The Autocar" Road Test report.—Below.

**MAYFAIR GARAGES**, Ltd.—To provincial customers, our exchange/assembly service enables us to give the same after-sales satisfaction as that enjoyed by purchasers resident in the London area.—Below.

**MAYFAIR GARAGES**, Ltd.—In addition to the individual cars catalogued, we do a standard line of fully reconditioned 500 coupes, rebuilt and renovated to a basic specification, finished in any colour scheme to customers own choice, 1st series coupes £325; 2nd series coupes £350; delivery 3-4 weeks, three months' guarantee.—Below.

**MAYFAIR GARAGES**, Ltd.—Because of the extensive stock of cars, spares and body trims that is always held, we can offer a "Tailor-made" service in 500 coupes, and can always quote for building any car up to customer's individual requirements.—Below.

**MAYFAIR GARAGES**, Ltd.—All stock in the sole or return "vehicles.—Below.

**MAYFAIR GARAGES**, Ltd.—All vehicles are carefully prepared for lasting service by skilled mechanics and are equipped with serviceable accessories and basic tools ready for immediate road service.—Below.

**MAYFAIR GARAGES**, Ltd.—H.P. terms, approximately 1/3rd deposit with balance 6, 12 or 18 months; any make of car taken in part-exchange.—Below.

**MAYFAIR GARAGES**, Ltd.—Licencing and insurance formalities can be arranged immediately from this office.—Below.

**MAYFAIR GARAGES**, Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridges), Mayfair, W.1. M25, fair 5104-5. Open 9-6, Sats. 9-1. (C3009)

**295**gns.—Fiat 1500, late 1938 4-door pillarless saloon, black fawn leather, i.f.s., overdrive, tyres unused, spare, carefully used, excellent condition, terms, exchanges.—Rowland Smith, below.

**225**gns.—Fiat 500, 1938 model convertible coupe, gunmetal, red leather, new hood, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**FIAT CARS WANTED**

**ROWLAND SMITH'S**, The Car Buyers.—Highest cash prices for Fiat.—Hamstead (Tube), N.W.3 Ham. 6041. (W4018/R)

**FIAT** in good condition for cash.—Tel. Valentine 2098 or 4074. (W2018)

**MAYFAIR GARAGES**, Ltd.—Cash for Fiats.—Balderton St., W.1. Mayfair 3104. (W0695/R)

**PERFORMANCE** Cars, currently require Fiats.—Great West Rd., Brentford, Middlesex, Enlins 8941; or—

**107**, New Cavendish St., Great Portland St., W.1. Museum 6221. (W3041)

**H. F. EDWARDS** urgently require good Fiat for immediate cash; distance no object.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

**FIAT SPARES AND SERVICE**  
**FIAT 500** trouble-free B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow, Byron 6028. (W0325/R)

**REPAIRS**—Reconditioned guaranteed suspensions (1100, 1500), pair usually £25; gear boxes, shock absorbers; parts.—10, Winchester Mews, N.W.5. Prim. 6159. (W0789)

**FIAT 500cc** genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay 1644. (W0136/R)

**FIAT (ENGLAND)**, Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. (W0909/R)

**FIAT 500**, 1100, 1500, spares, repairs, reconditioned exchange units, starters, dynamos, radiators, bench-tested engines, new 3.3, carburettor conversions, DeCory and Scintilla distributors, spare wheel covers, luggage grids.—Derrington, 159-161, London Rd., Kingston, Kingston 5621-2. (W1071)

**MAYFAIR GARAGES**, Ltd., Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 service exchange assemblies, body-trims and accessories stocked.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridges), W.1. Tel. May. 3104-5. Open 9-6, Sats. 9-12. (W0632/R)

**FORD (8 h.p.)**

**HAROLD PERRY**, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1949** Ford 8hp Anglia saloon, black, carefully maintained car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

**HAROLD PERRY**, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (W3042)

**1951** Ford Anglia; £400.—S. Kingston Rd., Teddington, Kin. 5866 (evening). (W3652)

**1946** Anglia, black, brown interior, replacement engine fitted and new tyres, £325.

**TIMMS MOTORS**, Colnetre Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. (W4030)

**RAYMOND WAY**,  
**RAYMOND WAY OF KILBURN**,  
**RAYMOND WAY**, the hire-purchase specialists.

**1950** Ford 8 Anglia saloon, finished in honey beige, one owner, reconditioned engine; 399gns.

**HIRE** purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. (Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

**PERRY'S OF HARROW**  
**HAVE** an excellent selection of post-war 8hp saloons available.

**PHONE** Harrow 4282 for details.

**W. HAROLD PERRY**, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). (W0100/R)

**GARAGE SERVICE Co., Ltd.**

**1948** (May) Ford Prefect saloon, black, green leather, one very careful owner, reconditioned engine, excellent tyres, an immaculate and outstanding car throughout, £360.

**1081** Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. (C2019)

**RAYMOND WAY**,  
**RAYMOND WAY OF KILBURN**,  
**RAYMOND WAY**, the hire-purchase specialists.

**1950** Ford 8 Anglia saloon, finished in honey beige, one owner, reconditioned engine; 399gns.

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**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. (Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

**PERRY'S OF HARROW**  
**HAVE** an excellent selection of post-war 8hp saloons available.

**PHONE** Harrow 4282 for details.

**W. HAROLD PERRY**, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot). (W0099/R)

**W. J. BROWN**, Ltd., used Ford specialists.

**1952** (April) Ford Anglia saloon, black, 11,000 miles, £455.

**1951** (Sept.) Ford Anglia saloon, green, beige upholstery, loose covers, pass light, 7,000 miles, one owner, immaculate throughout; £455.

**W. J. BROWN**, Ltd., established over 30 years.

**339** Finchley Rd., N.W.3. Hampstead 4414. (C1025)

**1947** Ford 8 Anglia, engine not run in, heater, engineer owned; £350.

**G. W. WILKIN**, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (C4053)

**£265**—Ford 8, 1939, full de luxe, leather upholstery, really tip-top condition, choice 5 others.

**BENNETT**, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7, (50 yds. Holland Park Tube). Exchanges, h.p. (C1017)

**1951** Ford Anglia, excellent condition throughout, taxed; £385.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. (C4062)

**1953** (May) Ford Anglia, black, works mileage; £490.—Jack Punter (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063/1)

**1952** (Apr.) Ford 8 sal., black, 4,700 miles, taxed; £475.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3354. (C4029)

**1937** Ford 8 saloon, £145; part exchange, terms arranged.—Kings Autos, 725-727, High Rd., Seven Kings, Tel. Seven Kings 3536. (C1048)

**ARTHUR E. GOULD**, Ltd., 290-292, Regent St., W.1. and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. (W078/R)

**95**gns.—Ford 8, 1936 model 4-door saloon, black, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**PRIDE & CLARKE**, Ltd.—1950 Ford Anglia saloon, green/brown or black/green leather; choice 3 at £389; 1949, black/green leather; £339; 3 months' guarantee; terms, exchanges, lists.—Blackwell Rd., S.W.9. Brixton 6251. (C3068)

**Ford Eight Cars Wanted**

**THE CAR MART**, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. (W1072/R)

**ROWLAND SMITH'S**, The Car Buyers.—Highest cash prices for Ford 8.—Hamstead (Tube), N.W.3 Ham. 6041. (W4018/R)

**FORD 8/10** urgently wanted, 1936-40 model; good price for good car.—Harrow 1436. (W1064)

**FORD (10 h.p.)**

**HAROLD PERRY**, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1947** Ford 10hp Prefect saloon, black and leather, ready for immediate delivery.

**THIS** car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

**HAROLD PERRY**, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (W3042)

**CAR MART**, Ltd.

**1949** Ford Prefect saloon, guaranteed; £450.—Car Mart, Ltd., 329, Euston Rd., N.W.1. Euston 1212. (C1039)

**GATHEHOUSE** offer:—

**1949** Ford Prefect, black, one owner, in excellent condition; £435.—Gathehouse Motors, Ltd., Highgate Village, London, N.6. Mou 4444. (C2062)

**PERRY'S OF HARROW**  
**HAVE** an excellent selection of post-war 10hp saloons available.

**PHONE** Harrow 4282 for details.

**W. HAROLD PERRY**, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). (W0100/R)

**GARAGE SERVICE Co., Ltd.**

**1948** (May) Ford Prefect saloon, black, green leather, one very careful owner, reconditioned engine, excellent tyres, an immaculate and outstanding car throughout, £360.

**1081** Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. (C2019)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**W** J. BROWN, Ltd., used Ford specialists.  
**1952** (April) Ford Prefect saloon, green, brown leather, 11,000 miles, one owner, taxed year.  
**W. J. BROWN, Ltd.**, established over 30 years.

**339** Finchley Rd., N.W.3. Hampstead 4414. (C1035)

**1950** Ford 10, also 1949 similar—Autowork, Ltd., Winchester. Tel. 4834. (C1010)

**1951** Ford Prefect saloon, leather upholstery, immaculate body and interior condition; £519.  
**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)

**1938** model Ford 10 4-door saloon, one owner, re-culosed, reconditioned engine; £225, below.  
**1950** Ford Prefect 4-door saloon, one owner; £495.  
 —Age of Spades, Great West Rd., Hounslow 5476 (Osterley Stn. Tube). (C2050)

**PREFECT**, 1949, immaculate, leather upholstery, low mileage, inspection invited—5, Sandhurst Drive, Ilford. (C3547)

**1951** Prefect, black, leather, 13,000, as new; £395.  
 —Broadway Motors, 67, High St., Hounslow, Tel. 0175. (C1036)

**1952** Prefect saloon, black with brown leather, one owner car as new throughout; £555.—Robbins, East Putney. Tel. 4561. (C3010)

**1938** Ford 10 4-door saloon; £245, part exchange, terms arranged.—Kings Autos, 725-727, High Rd., Seven Kings. Tel. Seven Kings 5536. (C2048)

**ARTHUR E. GOULD, Ltd.**, 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.  
 —1946-50 Ford Prefect saloons, low mileage, all guaranteed. (0579-R)

**1939** Ford Prefect 4-door saloon, owner going abroad; best offer accepted; trial.—Pearson 6, Stevenage Rd., S.W.6, after 2 p.m. Sunday, May 31, only. (C3546)

**£465**—1951 Prefect, very carefully used, 10,000 miles, leather upholstery; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C3051)

**1949** 50 Ford Prefect 4-door saloon, black, brown leather, reconditioned engine, very carefully used, excellent. £495.—Kings Motors, 1, High St., Hounslow, Tel. 3552. (C2049)

**ARCHIE SIMONS & Co., Ltd.**—1951 Ford Prefect, colour black, leather, fitted loose covers, one careful owner, low mileage, excellent throughout; £495.  
 —94, Gt. Portland St., W.1. Lan. 1543. (C4093)

**395** gns.—Ford Prefect, October 1948, saloon, black, good tyres, carefully used, excellent condition, taxed, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**PRIDE & CLARKE, Ltd.**—1952 Ford Prefect saloon, grey, brown leather, 1,000 miles. £549, 1951/2, beige brown leather, 5,000 miles, one owner. £499, 1951, blue blue leather, low mileage, Motorola radio, heater. £499, 1949, low mileage, one owner. £429, 1946, black/beige leather, one owner. £369, 5 months' guarantee, terms, exchanges, lists.—Stockwell Rd., S.W.5. Brixton 6251. (C3063)

## Ford Ten Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1, Grosvenor 3434. 10174-R

**1952-3** Prefects urgently required; maximum prices paid.—Wainor 2643. (W2057)

**MARSTON MOTOR CO., Ltd.**, for your Ford 10.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. (0179-R)

**£475** cash saving for best Ford 10 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2976. (W3016)

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018-R)

## FORD CONSUL

**ALLAN TAYLOR MOTORS, Ltd.**, offer:—

**1951** (Oct.) Consul saloon, leather upholstery, heater and radio; £675.  
**HIGH ST., Wandsworth, S.W.18.** Tel. Vandyke 4433 (5 lines). (3147)

**HENDON CENTRAL GARAGE, Ltd.**, offer:—

**1951** Ford Consul, fitted radio, heater, l.h.d., as new; £650.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. (C2054)

**1951** Ford Consul, green/brown leather, 19,000 miles only, wireless and heater fitted; £695.  
**DOUGLAS CAR SALES, 906-922, Great Camberidge Rd., Enfield, Tel. Enfield 5150.** (C1075)

**1952** Ford Consul, 5,000 miles, heater, leather covers, as new; £795.—Taylor & Crawley, 45, Kensington Court, W.8. Western 6015. (C4056)

**1952** Consul saloon, radio and heater, 6,000 miles; £785.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3565. (C1027)

**1952** (Dec.) Ford Consul and heater, low mileage, as brand new; £795.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1183. (C1016)

**NAYLOR & ROOT**—1952 Ford Consul, green, brown hide, radio and heater, low mileage; £745; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Butt. 2252. (C3022)

**1953** Ford Consul, leather, heater, many extras, black/red, 3,900 miles, taxed year; £795.—Halls (Finchley), Ltd., Odon Parade, North Finchley, London, N.12. Tel. Hillside 1044. (3525)

**FORD Consul Cars Wanted**  
 Ford Consul required, under 10,000 miles.—Cass's Motor Mart, Euston 4110 & 3523. (W1040)

**W** WHY accept less for your Ford Consul saloon when you get '10 full market value from

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (W2008)

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018-R)

**WANTED**—Consul saloons, in good condition.—Blue Star Garage, 65, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. (W4031)

## FORD ZEPHYR

**CAR MART, Ltd.**  
**1953** Ford Zephyr saloon, radio, heater, 2,000 miles; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (C1039)

**H. A. SAUNDERS, Ltd.**, offer:—

**1951** Ford Zephyr saloon, black with red upholstery, radio and heater, recorded mileage, 11,500; £795.  
**836-842, High Rd., N.12.** Hillside 0024. (C2027)

**WARWICK WRIGHT, Ltd.**, offer:—

**1951-2** Ford Zephyr saloons, dark green, radio and heater, 3,000 9,000 miles; from £795.  
**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. (C4045)

**1953** Ford Zephyr saloon, grey with red upholstery, 6,000 miles; £875.  
**R. C. WIMBUSH, Ltd.**, 312, Earls Court Rd., London, S.W.5. Frenchie 8401. (C4056)

**1953** Ford Zephyr saloon, black, 8,000 miles, leather, heater and radio, perfect condition, licensed end of the year; offers.—Box 7418. (3565)

**1953** week old Ford Zephyr saloon, 150 miles.—Weybridge 600. (C4023)

**1953** Ford Zephyr saloon, leather, heater, 250 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 5. Tel. Deansgate 3325-6. (C2028)

**1952** (November) Zephyr, 8,000 miles, as new, sealed, £815.—Rogers, Motor Co., Ltd., Herts. Tel. 2148. (3588)

## Ford Zephyr Cars Wanted

**W** WHY accept less for your Ford Zephyr saloon when you get its full market value from

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (W2008)

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018-R)

## FORD (V.8)

**H** HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1949** Ford Pilot saloon, black, leather, loose covers, 4 spot lamps, link mats and other extras, carefully maintained car.

**THIS** car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

**H. HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C5042)

**SCOTT CARS**, offer:—

**1950** Ford Pilot, leather, radio, heater, perfect; £495.  
**SCOTT CARS, 547, Finchley Rd., London, N.W.3.** Hampstead 2100 8676. (C4016)

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—

**1948** Ford Pilot, colour green, with cloth upholstery; £425.  
**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

**1950** Ford Pilot saloon, 18,000 miles, taxed Dec. 1953, colour green, leather upholstery, heater, price £495.—Heard Brothers, Bideford, Devon. (3574)

**FORD Pilot 1950 saloon, very good condition; £555.—**  
**Swanmore Garage, 1176-1180, Christchurch Rd., Bournemouth, Tel. Southbourne 43543.** (C4024)

**FORD Pilot, 1949, blue, radio, heater, new engine just fitted and thoroughly reconditioned throughout, exceptional car; £525.—Campbell Symonds, Wembley 6262.** (C1057)

**1950** (Oct.) Ford Pilot saloon, black, radio and heater, leather, one owner, immaculate condition; £550, exchanges, terms.—Palmer's, 55, York St., Twickenham, Popesgrove 1890 7087. (C5054)

**395** gns.—Ford V.8 Pilot, 1949 saloon, beige, beige leather, radio, heater, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**FORD V.8 30hp 1939 91a fourseater d.h.c.**, recently completely overhauled by Ford distributors at a cost of £191, and has since covered 11,000 miles (all repair bills available), reconditioned and new hood just fitted, 20mpg coupled with well-known V.8 performance, really exceptional condition throughout, an ideal car for Continental touring; £295.—Mills, 24, Robert Adam St., W.1. Welbeck 9518. (3527)

## Ford V.8 Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. 10175-R

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018-R)

## AMERICAN FORD

**METCALFE & MUNDY, Ltd.**  
**1951** Ford Custom super de luxe saloon, grey, heater and radio, working indicators, 50,000 miles, one owner, absolutely brand new

**METCALFE & MUNDY, Ltd.**, 280 Old Brompton Rd., S.W.5. Frenchie 5471. (C3054)

**GROSVENOR MOTORS (M.C.), Ltd.**  
**1950** American Ford Custom 2-door de luxe saloon, first reg. July, 1951, finished dark blue with grey cord upholstery, extras include radio, heater, tyran jooze covers, mileage 31,000, in original and unmarked condition, 22-24 mpg, excellent opportunity

**£845-185, Oxford Rd., Tel. Ard. 2950.** (3593)

**O** N all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., 61, West Rd., Brentford, Tel. Ealing 4506-9. (0749-R)

**AMERICAN Ford V.8 Customs** (registered May 1951) 4-door saloon, black, radio and heater, low mileage.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C4023)

## Ford Miscellaneous Cars Wanted

**R** ROWLAND SMITH'S, The Car Buyers, Highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018-R)

**W** HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (W5042-R)

**SLOCUMBS, Ltd.** Willesden 4869

**W** E wish to purchase clean and genuine Ford cars.—38-52 Dudden Hill Lane N.W.10. (W4017)

**FORD** in good condition for cash.—Tel. Valentine 2098 or 4674. (W2013)

**FORDS** wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. (1923-R)

**WALTON GARAGE (STAFFORD), Ltd.**, will buy for cash.—Walton Stafford, Milford 235. (0805-R)

**L** OW mileage Ford cars wanted.—R. S. Currie & Co., Ltd., 105 Westbourne Grove W.2. Baywater 0085. (W1063)

**£700**—£750 cash waiting for best Zephyr or Consul or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

## Ford Spares and Service

**NORMAND, Ltd.**  
**T** HE best service only, highly skilled mechanics with efficient supervision.  
**NORMAND, Ltd.**, 406-9, King St., W.6. Riv. 5865. (0225)

**ALLAN TAYLOR (MOTORS), Ltd.**  
**H** IGH ST., Wandsworth, S.W.18.  
**M** AIN Ford dealers.  
**L** ARGE stock of genuine Ford parts.  
**V** ANDYKE 4433 (5 lines). (0514-R)

**FRANK G. GATES, Ltd.**, High Rd., Woodford Green (Tel. Wainstead 2255), main Ford dealers, service and all spares. (0095-R)

**G** UARANTEED, reconditioned starters, 8hp £5.4, 10hp £5.11/4, dynamos, £4.15, despatched c.o.d. on receipt of old unit.—A.B.S., 11, St. Mary's Gate, Northdale. (1952)

**F. H. PEACOCK, Ltd.**, Ford main dealers, comprehensive stock of spares for all Fords and Fordons; genuine Enfo reconditioned engines, 8, 10 and 50hp always available from stock.

**219** 221, Balham, High Rd., S.W.17, Tel. Balham 4401, also at Ford Rd., Folkestone 51223. (0406-R)

**W** E have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models, Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). And 66, High St., East Ham, E.6. Grangeview 1150. (C5062-R)

## FRAZER NASH

**1951** Frazer Nash 2-litre racing 2-seater, mileage 2,100, cost £5,900, never used; £1,375.—Luxham, Whitegate Drive, Blackpool. Tel. Marton 754. (3249)

## Frazer Nash Cars Wanted

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018-R)

## FRAZER NASH-B.M.W.

**C** HILTERN CARS, offer:—

**1938** 326 fourseater drop head coupe, 5-carburettor, 526 engine, radio, £445.  
**1936** 55 Reutter fourseater drop head coupe, £265.  
**1936** 519 Reutter drop head coupe, £265.

**C** HILTERN CARS—terms, exchanges.—114, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2690. (C1049)

**CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts. A Welwyn 481-2, offer:—

**328** B.M.W. (ex-Fairfield), 8.0 carburettors, Brooklands exhaust, hydraulic brakes, German racing pattern, Hirst gear box, heavy duty clutch and shock absorbers, superb condition throughout, maintained regardless of cost, full history available; £675. (C1001)

**326** Frazer Nash-B.M.W., May 1937 5-seater saloon, £400 spent during last two years, excellent performance; £590, or will part exchange 221 gpe B.M.W. or other car.—24, Park Hill, Birmingham 13. (1416)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FRAZER NASH-B.M.W.

**PERFORMANCE CARE.**—Good selection always available, written guarantee.—See under "Sports Cars." [C2041/R]

**BARTLETT.**—Frazer Nash-B.M.W. 1959 327/90 coupe, £495; Frazer Nash-B.M.W. very special 328 saloon, £350; Frazer Nash-B.M.W. 1959 321 saloon, £350.—27a, Pembroke Villas, W.11. [C1015]

**395** gns.—Frazer Nash-B.M.W. 1959 model 2-litre type 326 4-door sports saloon, grey, brown leather, twin pass lights, oil cool, excellent condition, terms, exchanges.—Rowland Smith, below

**225** gns.—Frazer Nash-B.M.W. 1956 2-litre type 55 four-door drop head coupe, green, green leather, very good condition, terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**TYPE 328** G.P. 2-seater, 1946, immaculate condition throughout, engine just overhauled, 4 new tyres, maroon with beige leather, taxed year, £625.—Johnson & Brown Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2522. [C5049]

**£245** gns.—Frazer Nash-B.M.W. Type 40 1½-litre 2-door sports saloon in outstanding condition throughout, late property of enthusiast, without doubt the finest example available, £100 down.—Bry Mottis, 160-164, West End Lane, N.W.6, Hampstead 6490. [C1024]

## Frazer Nash-B.M.W. Cars Wanted

**BARTLETT** will pay more for Frazer Nash-B.M.W. cars.—27a, Pembroke Villas, W.11. [W1013]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

**327** Frazer Nash-B.M.W. required, condition immediate payment for reasonably priced car or 1947 Citroën offered in exchange.—24, Park Hill, Birmingham, 15, South 1215 [5161]

## HEALEY

**CHARLES POLLETT, Ltd.**, offer:—

**1948** Healey Elliott sal., finished grey, one owner only since new, serviced, very fast, £795.—16, Berkeley St., W.1. Mayfair 6266.

**OFFICIAL** Lea-Francis Service Station, Barnsdale Yd., off Elgin Ave., W.9, Cunningham 5956. [C2010]

**BROOKLANDS**, Sole Concessionaires Healey.

**STILL** the world's fastest 4-seater Healey, new saloon, coupe and convertible 3-str., delivery from stock.

**1952** Healey Tickford saloon, 9,600 miles, heater.

**1951** Healey Tickford saloon, one owner, radio.

**1951** (first reg.) Healey open sports 4-str.

**BUY** or sell your car at

**103**, New Bond St., London, W.1. Mayfair 8551-6. [C1029]

**A CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts.

**1952-3** Healey Tickford saloon, F type chassis, brown, red leather, heater, radio, one owner, in really superb order, as new, £1,195.

**1951** Healey Abbott coupe, champagne and maroon, beige hood, beige leather upholstery, radio, heater, speedo reading 15,000, one owner, immaculate, £1,250. [C1001]

**BARTLETT.**—Healey 1948 Duncan saloon, wireless, heater, etc.; £725.—27a, Pembroke Villas, W.11. [C1013]

**1950** Healey Silverstone, mileage 8,000, one owner, in excellent condition.—Anthony Crook Motors, Ltd., Caterham 2232 [C1063]

**1948** Healey Duncan saloon, £695.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

**EXCEPTIONAL** Silverstone, 1950, all-weather equipment, only done 11,000 miles, maintained in first-class order, full history available, almost new racing tyres; £725.—Box 7517. [5678]

## Healey Cars Wanted

**GUY SALMON AUTOMOBILES**

**PURCHASE** Healey.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [W4001]

**SILVERSTONE** wanted for cash.—Valentine 2098 or 4674. [W2018]

**BARTLETT.**—Healey Elliott saloon urgently required.—27a, Pembroke Villas, W.11. [W1013]

**RICHARDS & CARR** buy Healeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045]

**PERFORMANCE CARE** urgently require Healey.—Great West Rd., Brentford, Middlesex, Ealing 8641; or—

**107**, New Cavendish St., Great Portland St., W.1. Museum 6221. [W3041]

## HILLMAN 10

**CAR MART, Ltd.**

**1953** Hillman Minx 21 saloon, 300 miles; £785.

**1952** Hillman Minx Phase V saloon, heater, 13,000 miles; £675.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1039]

**ELITE MOTORS** offer:—

**1947** Hillman Minx 4-door de luxe saloon, grey/blue, £399.

**1939** Hillman Minx four-door drop head coupe, choice of two, black and grey, £299.

**1938** Hillman Minx 4-door saloon, one owner since 1942, £295.

**ELITE MOTORS**, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). [C2005]

**H.W. MOTORS, Ltd.**, offer:—

**1952** Hillman Minx saloon, finished dove grey with brown leather upholstery, this car has only covered a low initial mileage and is in new condition; £695.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

## HILLMAN 10

**KAR SALES OF EGHAM** offer:—

**1947** Hillman 10 drop head coupe, excellent condition; £415.—High St., Egham 5131-2. [C2056A]

**CLANFIELD LAWRENCE** offer:—

**1948** Hillman Minx Phase II coupe, black with brown leather, one owner, exceptionally nice throughout; £465.—407, High Rd., N.12, Finchley 0091. [C2055]

**CHARLES POLLETT, Ltd.**, offer:—

**1951** Hillman Minx sal., black, red interior, one owner, regularly serviced and carefully driven; £415.

**18**, Berkeley St., W.1. Mayfair 6266.

**OFFICIAL** Lea-Francis Service Station, Barnsdale Yd., off Elgin Ave., W.9, Cunningham 5956. [C2010]

**SLOCUMBER, Ltd.**, Willesden 4869.

**1948** Phase II Hillman Minx in very fine order throughout, with very comprehensive guarantee; £465 cash or terms if desired; we welcome part exchanges, cars or motor cycles; we close at 7.30 p.m. (Saturday) 6 p.m. Write call or tel.—Slocumbers, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017]

**WARWICK WRIGHT, Ltd.**, offer:—

**1950** Hillman Minx Mark IV saloon, blue, 4,000 miles; £645.

**1951** Hillman Minx Mark IV convertible coupe, heater, black, 14,000 miles; £685.

**1952** Hillman Minx V estate car, Morland grey, heater, 11,000 miles; £795.

**1952** Hillman Minx Mark V saloon, claret, 4,000 miles; £715.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. [C4045]

**MEBES & MEBES, Ltd.** (Est. 1893), offer:—

**1948** Hillman 10hp drop head four-door coupe, slate grey, leather upholstery to match; 24,000 miles; carefully used by one owner since new; £515.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012]

**1938** Hillman 10 saloon black, immaculate condition; £250. Below.

**1939** Hillman 10 saloon; £265; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings, Tel. Seven Kings 3536. [C3012]

**1947** Hillman Minx drop head coupe, superb condition throughout; £395.

**G.W. WILKIN, Ltd.**, 1, Weston Park, Kingston-on-Thames, Kin 2241. [C4055]

**1939** Hillman Minx de luxe saloon, in very excellent condition, taxed, £265. Below.

**1947** Hillman Minx de luxe saloon, one owner, in excellent condition, taxed, £385.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026]

**1952** Hillman Minx Convertible, 10,000 m.; £625. C.A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [C3043]

**£230** deposit.—1952 Minx four-door drop head coupe, mileage 18,000; or £685 cash; any part exchange; Enfield 4696.

**1953** Hillman Minx New Look Mk. VI saloon, 500 miles; £775.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557. [C3006]

**1948** Hillman d.h. coupe, superb order; £465.—Smith & Hunter, Ltd., 37, Kensington High St., London W.14. Tel. Western 2512. [C4018]

**1939** Hillman Minx sun saloon, good condition including tyres; £190, or £100 down and terms.—7, Radcliffe Rd., Croydon 1505. [C2041]

**1952** Hillman Minx convertible, 6,000 miles, blue, £675.—Moders Service (Wimbledon), Ltd., High St., Wimbledon S.W.19. Wimbledon 5155. [C3014]

**HILLMAN Minx Mark IV** 1951 saloon, grey, red leather, heater, exceptionally good condition; £595.—Beardmore, 26, Queensway, W.2, Bayswater 0136. [C1015]

**1953** Hillman Mark V saloon, 5,000 miles, one owner, black with red leather upholstery; £725.—Gavin Fairfax, Ltd., Station Approach, Virginia Water, Surrey. Weymouth 3154. [5648]

**1949** Hillman Minx saloon, 14,100 miles only, perfect throughout; £550.—Bedford Motor Works, Ltd., 85-87, Dulwich Rd., London, S.E.24. Brixton 4242. [5635]

**1953** very latest model Minx saloon, blue, 1,000 miles; trade and part exchange, enquiries invited.—G.P. Morley, Ltd., 54, Shearwater Hill, S.W.2. Tulse Hill 4448. [C3016]

**1951** (Dec.) Hillman convertible coupe, green with cream wheels, Vinod roof, leather upholstery, very low mileage, as new.—Simper, Hollybush Lane, Peasey, Peasey 2160. [5677]

**£295** (November '53) Hillman Minx drop head coupe, equal to post-war condition, terms, exchanges.—G.S. Hall, Ltd., 302, King St., Hammer-smith, W.6. Riverside 2881. [C2031]

**295** gns.—Hillman Minx, late 1941 de luxe saloon, black, sliding head, blue leather, good tyres, excellent condition, taxed; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

**1951** Hillman Minx, 10,000 miles only, black with brown leather, one owner, taxed, as new, spare unused; £645; three months' written guarantee.—Chain Garages (Sales), Ltd., Hanger Lane, Junction Western Ave., Ealing, W.5. Per. 4404/5. [C1043]

**TANKARD & SMITH, Ltd.** offer 1951 Hillman Minx saloon, Phase V, black with red leather, one owner; speedometer reading 16,000; excellent condition since new; £650; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flixman 1801-2-3. [C4026]

**PRIDE & CLARKE, Ltd.**—1952 Hillman 10 convertible coupe, black/beige leather, 7,000 miles, heater, £695; 1952 saloon, grey/brown leather, 6,000 miles, one owner, many extras; £699; 1949 phase IV, dove grey red leather, low mileage, one owner, £549; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

## HILLMAN 14

**1939** Hillman 14 black saloon, recent rebuilt engine, lovely condition; £325.—Thomas Motors, 117, London Rd., Kingston 8415. [5740]

## HILLMAN 17

**DELIGHTFUL** 1937 Hillman 17 drop head four-door coupe, superb condition throughout, fitted new Pve radio and numerous extras, taxed December, £265.—Brookside Motors, 102, High Rd., Uxbridge, Tel. 184, 10 a.m. to 7 p.m. [C1090]

## HILLMAN 21

**RAYMOND WAY.**

**RAYMOND WAY OF KILBURN.**

**RAYMOND WAY**, the hire-purchase specialists.

**1937** Hillman 21 saloon, chauffeur driven and maintained, bodywork and interior in exceptional condition, engine recently overhauled, ideal hire car; 169gns.

**HIRE** purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6.

Mail, Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 156 yards). [C4047]

## Hillman Cars Wanted

**CAR MART, Ltd.**, wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [0871/R]

**ROWLAND SMITH'S**, the Car Buyers, Highest cash prices for Hillman.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

**ROOTES, Ltd.**

**DISTRIBUTORS,**

**REQUIRE** modern low-mileage Hillman cars.

**BIRMINGHAM**—Lower Temple St. (Central 8411.)

**MANCHESTER**—129, Deansgate. (Blackfriars 6677.)

**MAIDSTONE**—(Maidstone 3533.)

**CANTERBURY**—(Canterbury 3252.)

**ROCHESTER**—(Chatham 2231.)

**WROTHAM Heath**—(Borough Green 4.)

**ROOTES, Ltd.**, Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R]

**SLOCUMBER, Ltd.** Willesden 4869

**WE** wish to purchase clean and genuine Hillman cars.

39-52, Dudden Hill Lane, N.W.10. [W4017]

**PHOENIX MOTOR CO. (SURREY), Ltd.**, High St., Sutton, Surrey. Vigilant 1121. [W3044/R]

**HILLMAN Minx** required, under 10,000 miles.—Cass's Motor Mart, Euston 4110 & 3523. [W1040]

**WALTON GARAGE (STAFFORD), Ltd.**, will buy for cash.—Walton, Stafford, Milford 293. [0806/R]

**£650** cash waiting for best Hillman or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

**C.A. PETO, Ltd.**, 42, North Audley St., W.1. wish to purchase immediately late model Hillman Minx.—May. 3051. [W3043]

**7-PASSENGER** private Limousine required, late 1939 wide Coachwork essential, Alps & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

**H.F. EDWARDS** urgently require good Hillman for immediate cash; distance no object. Details please to: 200, Great Portland St., London, W.1. Tel. Lancham 0012. [W2003]

**BIRMINGHAM** and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple 85, Birmingham, 2. [0088/R]

**NOTTINGHAMSHIRE** distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 4651. [0552/R]

**WHY** accept less for your Hillman Minx (1948 preferred) or Estate car, when you get its full market value from Ferraris of Crickwood, Ltd., 200-220, Crickwood Broadway, N.W.2. Gladstone 2234. [W2008]

## Hillman Spares and Service

**NORMAND, Ltd.**

**THE** best service only, highly skilled mechanics with efficient supervision.

**NORMAND, Ltd.**, 406-9, King St., W.6. Riv. 3665. [0224]

**LONDON & COUNTIES MOTOR MART, Ltd.**

**HILLMAN** repair specialist (30 years), well-equipped parts servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renewal 1183. [0676/R]

**CARRIS MOTORS** for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R]

**BARKING**—For full stocks of spares and genuine service for Hillman owners come to Alton's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rispeway 1285. [0488/R]

## HISPANO-SUIZA

**Chipstead Motors, Ltd.**—See our advertisement under "Sports Cars." [C1046]

**HISPANO Spares and Service**

**HISPANO** spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [7544]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HOTCHKISS

**BARTLETT**—Hotchkiss 90mph Paris-Nice sports saloon, recently reconditioned: £325.—27a, Pembroke Villas, W.11. (C1013)

**1950** (registered late '49) Paris-Nice Anion saloon, one titled owner, Cotal gears, 27,000 miles, magnificent car in superb order: £745.—Richards & Carr, 55, Kinnerston St., Wilton Place, London, S.W.1, Sloane 5424. (C3045)

**1938** (show model delivered Nov. 1937) Hotchkiss Paris-Nice short chassis full 4-seater Biarritz cabriolet, metallic blue, fawn leather, first-class mechanical condition, most attractive and modern appearance, excellent history: £325; many others; exchange, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay 4274. (C3035)

**£365**!!!—Hotchkiss 10hp coupe-coupled sportsman's saloon, 1939, right-hand drive, a most unusual and unrepeatable opportunity to acquire this well-known and exclusive Amilcar compound series fitted with such special features as independent suspension at both front and rear; remote gear box control from instrument panel and large flexible steering wheel. Finished in dove grey with real leather upholstery to match and fitted radio, five practically new tyres, typical Continental performance as regards roadholding and speed, and all one would expect from a product of this fine Continental manufacture.

**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. (C1035)

## H.R.G.

**H.R.G. ENGINEERING CO., Ltd.**, for makers spares, repairs and service; works reconditioned cars also available.—Oakford Rd., Tolworth, Surbiton, Surrey, Elmbridge 4489. (C1037)

## H.R.G. Cars Wanted

**REQUIRED** immediately, good H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. (W2000)

## H.R.G. Spares and Service

**CHARLES POLLETT, Ltd.**, have a large stock of spares.

**SHOWROOMS**: 18, Berkeley St., W.1. Mayfair 6266.

**SPARE** parts.

**SERVICE**, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0594/R)

## HUDSON

**DICKS**.

**HUDSON** 29hp drop head coupe, much above average for year: £150.

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maida Vale 6988-9. (C1072)

**TAYLOR & CRAWLEY** offer:—

**1949** Hudson Commodore, r.h.d. sedan, black, radio, heater, covers: £1,275.

**1939** Hudson 17hp club coupe, black, brown leather, radio, complete engine overhaul: £375.

**48** Kensington Court, W.8. Western 6015. (C4036)

**£295**—1939 Hudson 22hp drop head four-seater coupe, excellent runner: £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1010)

**£295**!!!—Magnificent Hudson 17hp de luxe saloon; this vehicle looks and runs so beautifully no one would believe this vehicle could be 14 years old, excellent throughout, large economical 6-seater, 5 months' guarantee; hire purchase, exchanges.

**L. AMBS, Finchley Showrooms**, 421-423, High Rd., Finchley N.12. Finchley 6221. (East Finchley Underground.) (C2052)

## Hudson Spares and Service

**MANCHESTER**—Hudson spares and repairers.

**A. FREEMAN, Ltd.**, Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2974/5. (0861/R)

**MANCHESTER**—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 4361-7.

**WILLIAM ARNOLD, Ltd.**, Upper Brook St., Manchester, 13. (0516/R)

**SPIKINS (TWICKENHAM), Ltd.**, the Hudson distributors for Hudson reconditioned engines, spares and service; quote chassis number.—85-101, Heath Rd., Twickenham, Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. (0568/R)

## HUMBER

**CAR MART, Ltd.**

**1952** Humber Super Snipe saloon, heater, 6,000 miles: £1,125.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

**R. F. FUGGLE, Ltd.**

**1951** Humber Super Snipe saloon, one owner, 25,000 miles (genuine), fitted heater and radio; this very excellent and carefully used car offered at £865.

**R. F. FUGGLE, Ltd.**, Bushy Heath, Herts. Tel. 1965. (C2017)

**BOON & PORTER, Ltd.**

**1952** (April) Snipe, 14,000 miles, grey, literally unscratched, £995.—Castelnau, S.W.13 (by Hammersmith Bridge), Riverside 4444. (C1022)

**TOM GARNER, Ltd.**, offer:—

**1952** Humber Pullman Mark III 7-passenger limousine, leather, black and cloth upholstery, heater, 2,000 miles only: £1,795.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

**PHILIP RICKARDS, Ltd.**, offer:—

**1951** Humber Imperial saloon, 8,000 miles, dark green; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C2010)

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—

**1951** model Humber Super Snipe, bronze, brown leather, heater, etc., 25,000 miles: £825.

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford 62907-3-5. (C1067)

## HUMBER

**WARWICK WRIGHT, Ltd.**, offer:—

**1951** Humber Hawk saloon, black, heater, 5,000 miles: £950.

**1952** Humber Super Snipe saloon, steel grey, 7,000 miles: £1,195.

**1951** Humber Imperial saloon, heater, dark green, 8,000 miles: £1,395.

**1952** Humber Hawk saloon, black, heater, 8,000 miles: £1,025.

**1952** Humber Hawk touring limousine, black, radio and heater, 17,000 miles: £1,025.

**1953** Humber Hawk saloon, blue, 2,000 miles: £1,095.

**1951** (Dec.) Humber Super Snipe saloon, black, radio and heater, 4,000 miles: £1,145.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. (C4045)

**PHENIX MOTOR CO. (SURREY), Ltd.**, offer:—

**1952** (Feb.) Humber Hawk saloon, satin bronze, red leather upholstery, 12,000 miles only, fitted heater and overriders; this car is unmarked throughout and the general appearance and condition is commensurate with a considerably lower mileage, exceptional value: £895.

**PHENIX MOTOR CO. (SURREY), Ltd.**, Sutton, Surrey, Vigilant 1121. (C3044)

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.**

**1949**—50 Humber Super Snipe saloon metallic grey, radio, excellent condition, one owner: £675.

**MARLBOROUGH WORKS**, Kenton, Tel. Wordsworth 5654 and 3654. (C1008)

**A. CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts, Welwyn 481-2, offer:—

**1951** Humber Super Snipe saloon, black, beige leather, heater, moderate mileage, superb condition: £875.

**1947** Humber Snipe saloon, genuine 29,000 since new, radio, taxed year: £465.

**RIPCO, Ltd.** (Humbers purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952/4. (C3052)

**1952** (Feb.) Humber Hawk, 6,000 miles.—Weybridge 600. (C4023)

**1946** series Humber Pullman limousine, £525; 3 months' guarantee, terms and exchange.

**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

**1953** Humber Hawk saloon, in gun, red leather, heater latest type fitted, licensed Dec. 31, 1953, 5,000 miles only: £1,025.

**MCKINNON MOTORS, Ltd.**, Langham House, 5, Stafford Rd., Wallington, Surrey, Established 1906, Tel. Wallington 3404. (C3020)

**1946** (Sept.) Humber Hawk saloon, metallic grey: £450.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

**1950** Humber Imperial, £1,095.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

**HUMBER Hawk 1952 saloon**, £975.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 43344. (C4024)

**HUMBER Super Snipe**, 11,000 miles, black-brown, radio, outstanding condition: £675.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1298. (S706)

**1949** Humber Super Snipe saloon, grey with grey upholstery, heater, top condition throughout: £635.—Carbodies, Ltd., Holyhead Rd., Conventry 64001. (S584)

**HUMBER limousine** (no occasionalists fitted), reconditioned throughout, ex Government: £535.—Jacquet, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2045)

**1947** Humber Hawk saloon, in nice condition, reconditioned, engine unit: £450.—Cordon Wooderson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8638. (C4059)

**1949** Humber Super Snipe, green, fawn leather, radio and heater, new tyres, taxed year, excellent condition: £385.—L. F. Dove, Ltd., Guildford Rd., Woking, Tel. 1282. (C1078)

**GUY ALFRED & Co. Ltd.**—1952 Humber Country limousine, electric division, owner or chauffeur driven, negligible mileage, as new.—6-7, Warren St., W.1. Euston 3268. (C1095)

**1951** Humber Hawk 16,000 miles, heater, loose covers, black, brown leather: £750.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. (C1014)

**1951** Humber Imperial 7/8-seater saloon without division bottle green, fawn leather, genuine 3,000 miles, fitted with many extras, superb condition: £1,275.—Robbins East Putney, Tel. 4581. (C5010)

**1952** Humber Pullman Tickford de luxe estate vehicle, 13,000 miles, green/natural, one owner, radio, heater, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. (C4029)

**JACK ROSE, Ltd.**, offer: 1953 Humber Hawk saloon with heater and extras, absolutely as brand new; accept £1,075.—Stafford Rd., Wallington, Surrey. (C3056)

**CAMDEN MOTORS**—Humber Pullman Phase II limousine, 1949, late property wealthy titled owner, immaculately maintained, chauffeur driven since new and widest occasionalists, built-in radio and heater, exceptional condition: £1,095.

**CAMDEN MOTORS**—Humber Pullman Phase II limousine, 1950, similar to above but with later modifications, another privately owned and immaculate car, all extras, radio: £1,195.

**CAMDEN MOTORS**—Humber Pullman limousine, Phase II model, first delivered and registered Feb. 1951, one private and most fastidious owner, latest type front suspension, this car is in practically faultless order with a very small recorded mileage, fitted radio, heater, seat covers: £1,235.

**CAMDEN MOTORS**—Humber Pullman limousine, 1938, a good specimen of this pre-war series, overhauled and re-typed end of last year, winding division, face forward occasionalists: £895.

**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. (C1035)

## HUMBER

**£199**—1937 Humber Snipe 27hp de luxe saloon, black, beautiful red hide interior, in outstanding condition throughout, £35 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

**1950** (May) Humber Super Snipe utility (factory built), 8/9-seater, 4 doors, radio, extras, 21,000 miles, five oversize tyres like new, direct from original owner, listed £1,600, price £795.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2. Fin. 0052-53 (junction North Circular cross-road). (S581)

**LIMOUSINE**, 1950, partition, forward occasionalists, leather throughout, radio, heater, 24,000, opportunity, £1195. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1036)

## Humber Cars Wanted

**C**

**THE CAR MART, Ltd.**, wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. (0972/R)

**R**

**ROOTES, Ltd.**

**DISTRIBUTORS.**

**REQUIRE** modern low-mileage Humber cars.

**BIRMINGHAM**—Lower Temple St. (Central 9411.)

**MANCHESTER**—129, Deansgate. (Blackfriars 9577.)

**MAIDSTONE**—(Maidstone 3353.)

**CANTERBURY**—(Canterbury 3252.)

**ROCHESTER**—(Chatham 2251.)

**WROTHAM Heath**—(Borough Green 4.)

**ROOTES, Ltd.**, Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. (0136/R)

**R**

**ROWLAND SMITH'S**, The Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**HUMBER**, in good condition, for cash.—Tel. Valentine 2098 or 4674. (W2018)

**PHENIX MOTOR CO. (SURREY), Ltd.**, High St., Sutton, Surrey, Vigilant 1121. (W3044/R)

**WALTON GARAGE (STAFFORD), Ltd.**, will buy for cash.—Walton, Stafford, Milford 295. (0810/R)

**1949**—51 Humber Pullman limousines wanted.—Particulars, mileage and price, to Woodall Nicholson, Ltd., Well Lane, Halifax, Tel. 8281. (0350/R)

**H. F. EDWARDS** urgently require good Humber for immediate cash; distance no object.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

**KENT**—H. F. Edwards urgently require good Humber for immediate cash; distance no object.—Details please to: 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. (W2003)

**BIRMINGHAM** and Midlands—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (0096/R)

**CRIPPS**, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham, Tel. 46581. (0555/R)

**7-PASSENGER** 1950/1/2 Limousines and Imperial Saloons, also Private 1954/59 Limousine required immediately cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1936)

## Humber Spares and Service

**DE NORMANVILLE, Ltd.**, boxes, etc., & Engineering, 35, Grant Rd., Addiscombe 2931. (0790/R)

**THE Humber Specialists** for all spares.—Ring Updons 5637. See advt. under Parts & Accessories. (0578/R)

## INVICTA

**1946** Invicta saloon, £775.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

## JAGUAR

**H**

**ENGLAND'S** Largest Jaguar Distributors.

**SELECTION** of all models at attractive prices.

**DEVONSHIRE HOUSE**, Piccadilly, W.1. (Grosvenor 2287.)

**HENLYS** House, 385, Euston Rd., N.W.1. (Euston 3441.)

**DEPOTS** at:—

**MANCHESTER** (Blackfriars 7945).

**Bristol** (Bristol 21326).

**Bournemouth** (Bournemouth 6314).

**NORTHAMPTON** (Northampton 907).

**CAMBERLEY** (Camberley 77).

**HOUNSLOW** (Hounslow 3454).

**FINCHLEY** (Finchley 0081).

**GREAT West Rd.** (Ealing 5477), Official Jaguar Service Station.

**CAMDEN TOWN SERVICE STATION** (Gulliver 4141).

**HENLYS, Ltd.**, England's Leading Motor Agents. (0927/R)

**Chippstead Motors, Ltd.**—See our advertisement under "Sports Cars." (C1048)



**JAGUAR**

**WARWICK WRIGHT Ltd.**, 150 New Bond St., W1  
Mayfair 9761 C4045



## JOWETT

**K**AR SALES OF SOUTH HARROW offer:—

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## LANCIA

JOHN E. TRUSCOTT, Ltd., for Lancia.

FIRST-CLASS examples are becoming extremely scarce.

We usually have the best available.

SEE test report, "Autocar," 24th April, 1953; copies available.

ANY other makes; exchanges; deferred terms.

JOHN E. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11, Bay, 4274. (C4055)

1938 Lancia Aprilia saloon, sunmetal blue, leather interior. £395. (C3900)

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester, Pen. 3457. (C3900)

£498—Lancia Aprilia 4dr., Dec., 1957, superb mechanically, complete record of maintenance, unusual opportunity; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7, (50 yds. Holland Park Tube). Exchanges, h.p. (C1017)

GUY ALFRED &amp; Co., Ltd.—Lancia 7-passenger enclosed limousine, privately owned, ideal hire work; £265.-6-7, Warren St., W.1, Euston 3268. (C1005)

Lancia Cars Wanted

URGENTLY required, unlimited number of Aprilias.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester, Pen. 3457. (C3900)

REQUIRED immediately, good Lancia—O. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. (W2000)

PERFORMANCE CARS urgently require Lancia—Great West Rd., Brentford, Middlesex. Ealing 8841; or 107, New Cavendish St., Great Portland St. W.1, Museum 8221. (W3041)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

KEVILL DAVIES &amp; MARCH, Ltd., will buy second-hand Lancia Aprilias—41-42, Hays Mews, Berkeley Sq., W.1, Gros. 2563. (W2054/R)

LANCIA—John E. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.

173, Westbourne Grove, W.11, Bay, 4274. (W4035)

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Aliperton, Wemby. (Perivale 5656.) (C520/R)

## LEA-FRANCIS

1951 Lea-Francis 14hp saloon, maroon; £795.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1, Eus. 6611. (C2023)

CHARLES FOLLETT, Ltd., Sole Distributors, Lea-Francis, London &amp; Home Counties, offer the following cars:—

1951 Lea-Francis 14hp sal., maroon, heater, screen-wash, one owner, 15,000 miles, in excellent order, full history available, guaranteed; £925.

1951 Lea-Francis Estate car, one owner, 19,000 miles, at present being serviced and generally checked over; £695.

1941 Lea-Francis 14hp streamlined sal., maroon, one owner, radio and heater, at present undergoing pre-sale checkover; £825.

IMMEDIATE delivery of new Lea-Francis 14hp saloons at new reduced price £1,261/19/2; choice of three colours, fitted heater, sunroof if required; write or telephone for demonstration, technical data, etc., 18, Berkeley St., Mayfair 6266.

OFFICIAL Lea-Francis Service Station: Barnsdale Yard, off Egin Ave., W.9, Cunningham 5956. (C2010)

GUY ALFRED &amp; Co., Ltd., 1950 Lea-Francis 2½-litre sports tourer, as new, 7,000 miles.—6-7, Warren St., W.1, Euston 3268. (C1005)

14hp Lea-Francis sports, in excellent condition, blue, recent engine overhaul, new tyres; £625.—Tel. Fenchurch, Maidstone 4212-3. (C3622)

1951 Lea-Francis 14hp saloon; bargain, £745.—Wilton Place, London, S.W.1, Sloane 5424. (C3045)

JACK ROSE, Ltd., offer: 1947-48 Lea-Francis 14hp saloon, in maroon, open to any examination; £825.—Stifford Rd., Wallington, Surrey, Wallington 6677-8. (C3056)

£845—1951 Lea-Francis 14hp saloon, registered well within the year, completely unblemished condition and negligible mileage, built-in heater, etc.

CAMDEN MOTORS, Leighton Buzzard, Beds, Tel. 2041; open till 8 p.m., write for catalogue. (C1035)

1951 Lea-Francis 14/70 special sports, full 4-dr., cone-mesh hood, Ace Rimelashers, wind-screen washers, heater, a one-owner car, equipped regardless of cost, in exceptional condition; £895.

RIPCO, Ltd. (Lea-Francis purchased), 16, Albemarle St., Mayfair, London, W.1, Regent 2952/4. (C3052)

Lea-Francis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1, Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Egin Avenue, W.9, Tel. Cunningham 536-7. (C1095/R)

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturer.—Head Office and Works: Much Park St., Coventry, Tel. 60204-5-6. (C592/R)

Lea-Francis Spares and Service

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1, Mayfair 6266.

BARNSDALE Yard, off Egin Avenue, W.9, Tel. Cunningham 536-7. (C1095/R)

## LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. (C1074/R)

£595—Lincoln right-hand drive six-seater saloon, 1947, superb specimen of this series; fastidiously maintained by titled owner, genuine small mileage model.

CAMDEN MOTORS, Leighton Buzzard, Beds, Tel. 2041; open till 8 p.m., write for catalogue. (C1035)

## MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1935 Type 280 23hp 4-5-seater cabriolet, right-hand steering, blue with grey leather; £375.

1936 Type 500K cabriolet B, right-hand steering, black and grey with red leather in first-class condition. Victoria 8715. (C3003)

11 Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

1937 Mercedes-Benz 500K cabriolet B, r. hand drive, service, Mercedes—excellent condition and performance, 6 excellent tyres, Lifeguard tubes, photo on request, radio; £650 or offer.—Box 7414, [3543]

CHILDREN CARS offer a 500K four-seater cabriolet, attractively finished in black, with fawn hide upholstery, a reconditioned engine was fitted by the manufacturer in Germany last year, new tyres are fitted throughout and the condition can only be described as magnificent; £595, terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. 2040. (C1045)

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1, Victoria 8715-6. Night Service: Victoria 3144. [3765]

## MERCURY

OCT., 1951, Mercury 4-door saloon, radio and heater, very low mileage.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3, Kensington 4858. (C4028)

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. (C1074/R)

## M.G.

PC PERFORMANCE CARS.

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.O.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

M.G. 1½ saloon, 1951 £645; M.G. T.C. 2-seater 1949 £495. (C4045)

M.G. T.D. 2-seater, 1950, £625; M.G. T.A. 2-seater, 1958, £325.

M.G. T.B. 2-seater, 11hp, 1959, £345; M.G. P.A. 8hp 2-seater, 1955, £225.

M.G. P.B. 2-seater, 1936, £245; M.G. J.2 8hp 2-seater, 1933, £215.

M.G. 18/80 sports saloon, 1931, £185; M.G. 2-litre 4/11/80 sports saloon, 1931, £245.

M.G. V.A. 1½-litre saloon, 1937, £245; M.G. V.A. 1½-litre tourer, 1938, £265.

M.G. 12hp 4-seater tourer, 1932, £145; M.G. 8hp 2-seater, 1930, £65.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex (Ealing 8841), or 107, New Cavendish St., Great Portland St., W.1 (Museum 8221). (C3041)

ELITE MOTORS offer:—

1938 M.G. S.A. 2-litre four-seater drop head coupe, cellulosed in dual green with beige leather interior, very attractive appearance with excellent mechanical condition; £295.

1934 M.G. P.A. sports 4-seater tourer in ready to run condition, excellent condition, £225.

ELITE MOTORS, 951/961, Garratt Lane, Tooting E Broadway, Tel. Balham 2474 (10 lines). (C2005)

NOEL ROSCOE offers:—

1938 M.G. 12 V.A. tourer, outstanding condition, 7,000 miles, since complete overhaul; £295.—High Rd., Blythe, Surrey, Tel. 270. (C3062)

CYRIL SHEPPARD offers:—

1952 model M.G. T.D., 12,000 miles, green with leather, immaculate condition; £650.—Sheppards Hill, Reading, Sonning 2345. [3144]

B. J. HUNTER, Ltd., offer:—

1952 M.G. T.D. 2-seater, innumerable extras, really as new; £695.

1949 M.G. 1½-litre saloon, most attractive car; £650.

J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 8303. (C2040)

H. BEART &amp; Co., Ltd., offer:—

1949 M.G. T.C. 2-seater, cream with green upholstery, very small mileage and superbly maintained by one owner since new; £545.—102, London Rd., Kingston-on-Thames, Tel. 3548. (C1081)

H. A. SAUNDERS, Ltd., of Worcester.

1949 M.G. T.C. 2-seater, green with beige leather, 25,000 miles only; £495.

AUSTIN House, Worcester. Tel. 2368. (C4005)

## M.G.

PARADE MOTORS (MITCHAM), Ltd., offer:—

1947 M.G. T.C. 2-seater, black and red, many extras; £425.

1939 M.G. T.A. Tickford drop head coupe, this car is in really outstanding condition throughout; £540.

1934 M.G. T.A. 2-seater, black; £215.

1935 M.G. P.A. 2-seater, British racing green, new hood and side screens; £220.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. (C3056)

JACK ROSE, Ltd., M.G. Agents and Stockists, offer:—

1952 T.D., in black and red hide, almost as brand new, 7,000 miles; £675.

1949 T.C. 2-seater, in black and red, engine overhauled, new tyres, exceptional appearance; £495.

SEVERAL new models in stock; any car in exchange. —Stafford Rd., Wallington, Surrey, Wallington 6677-8. (C3056)

1953 (new) M.G. T.D., immediate delivery; £751/19/2.

1950 (Feb.) M.G. 1½ saloon, black with red leather, one owner, 22,000 miles, as new; £665.

1949 (Aug.) M.G. T.C. 2-seater, green with beige leather, 25,000 miles, as new; £495.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. [3618]

M.G. 1956 P.A.; £150.—Kimbie, 19, South View Ave., Tilbury, Essex, Tel. 1897.

1934 M.G. P.A. 2-seater, exceptionally good order; £215.—Below.

1938 (9.11.37) M.G. 1½-litre sports saloon, well above average condition, 3 months guarantee; £335.

C. &amp; W. MOTORS, Ltd., Queen's Head Garage, East End Road, N.3, Finchley 6236 (3 lines). (C1061)

11 Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

A. CLAND &amp; TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2, offer:—

1952 (Regd. Dec. 1951) M.G. TD 2-seater, finished ivory, red leather, 18,000 miles, immaculate; £650.

1952 M.G. T.D.; black/beige leather, one owner, 11,000 miles; £665.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1, Euston 4511. (C4040)

1951 series M.G. 1½-litre saloon.—Autowork, Ltd., Winchester, Tel. 4834. (C1010)

1952 M.G. T.D. 2-seater, ivory, red leather, one owner, many extras, as new; £685.

RIPCO, Ltd. (M.G.'s Purchased), 16, Albemarle St., Mayfair, London, W.1, Regent 2952. (C3052)

1953 M.G. T.D. 2-seater, metallic grey with red upholstery, under 500 miles; £752.

R. C. WIMBUSH, Ltd., 312, Ears Court Rd., London, S.W.5, Frenham 8401. (C4056)

1947 1½-litre M.G. saloon, black and dark green, in immaculate condition throughout; £575.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18, Buckhurst 3766. (C1021)

1946 M.G. T.C., numerous extras, excellent; £395; 3 months guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin 3544. (C4054)

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1, Grosvenor 4141. (C5090/R)

£265—M.G. 2-litre saloon, new engine, gear box, 1938 model, excellent.—45, Petersfield Close, N.18. [3589]

1936 P.A. 2-seater, cream, bronze head, oil coil, flame-thrower, nice condition, £200 o.n.o.—143, Sevenoaks Way, St. Pauls Cray, Kent. [3667]

475—M.G. Midget, 1949 11hp T.C. 2-seater, black, green leather, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

285—M.G. Midget, 1958 10hp T.2-seater, maroon, fawn leather, new hood and side screens, excellent condition; terms, exchanges.—Rowland Smith, below.

275—M.G. Midget, 1937 10hp T.2-seater, British racing green, green leather, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

265—M.G. Midget, 1959 10hp T.2 drop head coupe, black, brown leather, good condition; terms, exchanges.—Rowland Smith, below.

245—M.G. Midget, 1936 model 9hp P.B. 2-seater, black, red leather, Scintilla Vertex, very good condition; terms, exchanges.—Rowland Smith, below.

225—M.G. Midget, 1954 8hp J.2 2-seater, black, red leather, new hood, excellent condition; choice of 18 Midgets; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampton (Hamstead Tube), Hampton 6041. (C4018)

1952 M.G. T.D. Midget, only 800 miles, grey, £725.—Rogers Garage, Wellesley Ave., W.6, River-side 2644-5. (C3054)

1935 M.G. P.A. 2-seater, immaculate appearance, many extras, best offer.—Moss, 67, Walfield Ave., Whetstone, N.20. [3605]

£425—M.G. TC type Dec. 1947 2-seater, magnificent condition, very good tyres, host extras, superb performance. Many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7, (50 yds. Holland Park Tube). Exchanges, h.p. (C1017)

1951 (Sept.) M.G. T.D., 5,000 miles only, extras; £650; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). (C1034)

15,000 miles only.—1949 M.G. T.C.; £545.—British &amp; Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2, Temple Bar 3588. (C1017)

CASS'S MOTOR MART.—An outstanding 1959 M.G. 2½-litre sports saloon, maroon, superb condition; written guarantee.—5, Warren St., W.1, Euston 4110. (C1040)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## M.G.

**NAYLOR & ROOT**, 1952 M.G. T.D. sports 2-seater, dark green, low mileage; £675, written guarantee. —25, East Hill, Clapham Junction, S.W.11. Bait. 2252

**£225** —1936 M.G. P.B. 5hp Airline 2-door sports saloon, red, silver wheels; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

**1952** M.G. T.D. red, beige upholstery, 14,000 miles, taxed year, carefully used, maintained solely by W. Jacobs and Son; £635.—Newton, Hainault 21. (C1024)

**1953** M.G. T.D. 2-seater, registered April 21, guaranteed only 980 miles; £725, taxed.—Sanderson & Holmes, Ltd., London Rd., Derby. Tel. 474715. (C1024)

**£350** —1939 2.6 drop head fourseater coupe, grey leather, Ace discs, new tyres, stored past 2 years, an excellent example of this rare and desirable model.

**BRIAN FINGLASS**, Bugatti Sales & Service, 2, Pembroke Mews, Bayswater, W.11. Bayswater 3551. After 6, Tulsa Hill 4755. (C1009)

**ROYS** offer: 1954 M.G. J.2 2-seater, taxed, £160; also 1955 J.1 4-seater, £150; both good; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. (C1059)

**T.C. M.G.**, December, 1946, 45,700 miles, no expense spared in keeping this car beautifully maintained. £100 overhaul just recently, including Cromford liners, 37mpg; £425 o.n.o.—Mit. 5633. (C1044)

**1938** T.A. M.G., Aero spares, chrome luggage rack, new hood, new tyres, etc., excellent appearance and mechanically sound; bargain at £285.—Butcher, Brookhill Cottage, Woodstock, Oxford. (C1044)

**1939** 2-litre open 4-seater, almost as brand new, stored for substantial part of its life; also 1½ saloons and fourseater drop head coupes.—Speedsters, Ltd., Hove 628. (See "Sports Car" column). (C1020)

**1935** Magnette ex-Belle Vue team car, 2-str. in very good mechanical condition after much expense by late owner, almost new tyres, exceptional performance, successful at Boreham, Silverstone, etc., last season. £245. (C1044)

**CHARACTER CARS**, Croydon 2555. (C1044)

**1937** T.A. M.G. Midget, bills shown for £120 spent last season, 4 new tyres, oversize rear, twin spots, etc., taxed year; £275 o.n.o.—"Curlihasers," Thorpe, Surrey, Chertsey 2074. (C1044)

**1950** M.G. T.D. 2-seater, red and chromium wheels, red leather, low lamp, radio, luggage grid; a really delightful example of immaculate appearance, written guarantee; £585; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., London, W.1. Tel. Langham 0012. (C2003)

**PRIDE & CLARKE, Ltd.**—1952 M.G. T.D. red/beige leather, 11,000 miles, one owner, extras, £649; 1947 M.G. T.D. black/beige leather, low mileage, one owner, £489; 1946, black/beige leather, excellent condition. £159; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.3. Brixton 6251. (C1068)

## M.G. Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase M.G. cars, 520, Euston Rd., N.W.1. Euston 1212. (1096)/R

**R** ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018)/R

**M.G.** in good condition for cash.—Tel. Valentine 2095 or 4674. (W2018)

**M.G.** required, under 10,000 miles.—Cass's Motor Mart, Euston 4110 & 5523. (W1040)

**MAYFAIR GARAGES, Ltd.**—Cash for M.G.s.—Balderton St., W.1. Mayfair 3104. (0696)/R

**WALTON GARAGE (STAFFORD), Ltd.**, will buy for cash.—Walton, Stafford, Milford 293. (0815)/R

**PERFORMANCE CARS** urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—New Cavendish St., Great Portland St. W.1. Museum 8221. (W3041)

**WANTED**, M.O. Midgets, 1937-52, in good condition.—Rosa Motors, Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 558. (13328)

**URGENTLY** required, 1947-51 M.G. 1½ saloons.—Gibson Sports Cars (Ketchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1691. (14359)

## M.G. Spares and Service

**W. JACOBS & SON**, We specialise in spares and repairs for all models of M.G. cars. W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0960. (0496)

**PERFORMANCE CARS**—M.O. sales service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. (83041)/R

**HAMMERSMITH**—Repairs, service and overhauls.—Rogers Garage, Wellesley Avenue, W.9. Riverside 2644-5. (C1054)

**UNIVERSITY MOTORS, Ltd.**—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. (0504)/R

**TOULMIN MOTORS** specialise in M.G. and M.O. cars only: repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnette, exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

**WRITE** or phone Toulmin Motors, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2239 and 2456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. (0549)/R

## M.G. Spares and Service

**M.G. Spares**, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamo, load springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 5085. (0483)/R

## MORGAN

## RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, The Hire-Purchase specialists.

**1939** Morgan 4/4 sports 4-seater mechanically well above average, coachwork and interior exceptionally clean; 2499s.

**H** no formalities or guarantors; part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. R. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). (C1047)

**MORGAN 4/4**, 1937, completely rebuilt, any trial or inspection; £250.—Wallington 4809. (C1047)

**4-SEATER** 1938 Morgan 4/4, excellent condition, luggage grid, tonneau, new accessories, taxed; £295.—Froisher 6832. (C1047)

**1949** Morgan 4/4 4-seater sports, small mileage, red, black leather, tonneau cover, taxed; £445.—Draper, 506, Earsa Court Rd., London, S.W.5. Froisher 5993. (C1047)

**1939** Morgan Le Mans Replica 2-seater, red, excellent appearance, reliable, economical, 75 m.p.h., nearest £250.—Beaton, Silver St., Godmanchester. (C1047)

**£485** —1950 Morgan 4/4 sports 2-seater, a faultless car in immaculate condition, highly recommended, £170 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

**265** ens.—Morgan 4/4, 1939, sports 2-seater, black, black leather, 2 spare wheels, excellent condition, taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

## Morgan Cars Wanted

**R** ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018)/R

**SLOCOMBES, Ltd.**, The Morgan People. We urgently require to purchase all models Morgan cars. Write, call or phone.

**38-52**, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. (W4017)

**MORGAN** in good condition for cash.—Tel. Valentine 2095 or 4674. (W2018)

**H. F. EDWARDS** urgently require good Morgan for immediate cash; no objection to details please to: 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 6731. (W2003)

**MORGAN 4/4** official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7735. (0514)/R

**MORGANS**—All available spares in stock.—F. H. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. (0728)/R

## MORRIS MINOR

## RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, The Hire-Purchase specialists.

**1949-50** Morris Minor convertible coupe, exception- ally clean throughout, fitted radio, one owner only, reconditioned engine; 4399s.

**HIRE** Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. R. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). (C1047)

## GUY SALMON AUTOMOBILES offer:—

**1950** Morris Minor tourist, 10,000 miles, green with beige leather, one owner, a perfect specimen; £475.—Portsmouth Rd., Thames Ditton, Esher 5551-2-3. (C4001)

**1951** Morris Minor saloon, black/beige upholstery, low mileage; £575.

**1952** Morris Minor tourist, green, fitted with heater, Windstone horns, one owner; £545.

**FERRARIS** of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Oldstone 2234. (C2008)

**1953** saloon, green, ohv, 200 miles; £645.—Mansfield Autos, Ltd., Euston 2587. (C3001)

**1950** Morris Minor tourist, l.h.d., black, 20,000 miles, one owner, in excellent condition; £410.—Haskins, Ladbrooke 1155. (C1027)

**1951** Morris Minor, black, little used; £365.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

**1951** Morris Minor Jarvis coupe, low mileage; £525; 5 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). (C1054)

**1951** Morris Minor saloon, black with red interior, good condition; £355.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. (C2006)

**MORRIS MINOR**, November, 1949, one owner, 22,000 miles, taxed, beige leather; £485.—Blue Star Garages, 617, Finchley Rd., N.W.3. (Ham 2254-1. (5641)

## MORRIS MINOR

**1950** (August) Morris Minor saloon, 13,000 miles, perfect condition; £495, terms and exchanges.—Apply S. F. Drake & Sons, Ltd., 24, Commercial Rd., Woking 330. (C2051)

**425** ens.—Morris Minor 1949, model tourist, Remain green, lawn upholstery, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1014)

**TANKARD & SMITH, Ltd.**, offer 1951 Morris Minor open tourist, black with beige upholstery, one owner, speedometer reading 16,000, immaculate condition throughout; £515, three months' written guarantee; 194-198, Kings Rd., Chelsea, S.W.3. Faxman 4801-2-3. (C4026)

**PRIDE & CLARKE, Ltd.**—1952 Morris Minor convertible, black/red leather, 3,000 miles, one owner, £569; 1951 saloon, green/beige leather, low mileage, £519; 1950, black/beige leather, £489; 1951 tourist, black/beige leather, one owner, £489; three months' guarantee, terms, exchanges; lists.—Stockwell Rd., S.W.3. Brixton 6251. (C1068)

## Morris Minor Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Morris Minor cars.—520, Euston Rd., N.W.1. Euston 1212. (0716)/R

**PRIVATELY** owned Minor.—5 Brae Court, Kingston Hill, Surrey, Tulsa Hill 2768. (W4017)

**ROWLAND SMITH'S**, The Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018)/R

**C. A. PETO, Ltd.**, 42, North Audley St., W.1, wish to purchase immediately late model Morris Minor.—May 3051. (W3043)

**YOUNG** doctor requires good Morris Minor saloon for up to £400 or coupe for up to £350.—Dr. Kendall, 3, Neville Terr., S.W.7. Kensington 7721. (366)

## MORRIS EIGHT

**ELITE MOTORS** offer:—

**1946** Morris 8 2-door de luxe saloon; £345.

**1938** Morris 8 2-door de luxe saloon; £293.

**1939** Morris 8 4-seater tourist; £275.

**1938** Morris 8 4-seater tourist; £225.

**1936** Morris 8 2-door saloon; £165.

**ELITE MOTORS**, 951/961, Garratt Lane, Tottenham Broadway, Tel. Balham 2474 (10 lines). (C2003)

**SLOCOMBES, Ltd.**, Willesden 4869.

**1939** Series E Morris 8 tourist 4-seater; £265.—Write, call or tel. Slocombes Ltd., 38-52, Dudden Hill Lane, N.W.10. (C4017)

**1936** Morris 8 saloon, choice of two; £165.—Below, 1947 Morris 8 series E 4-door saloon, one owner; £255.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). (C2050)

**195** ens.—Morris 8 1938 saloon, very good condition, terms, exchanges.—Rowland Smith, below.

**125** ens.—Morris 8, late 1937 saloon, green; taxed, terms, exchanges.—Rowland Smith, below.

**145** ens.—Morris 8 1935 de luxe 4-door saloon, blue, sliding head, blue leather, very good condition; choice of 6 Morris 8s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**MORRIS 8** sun-roof saloon, 1938, reconditioned engine 2,000, first-class condition, five excellent £250.—Watt, Tem, 7601, Ext. 15. (3679)

**1936** Morris 8 tourist, reconditioned engine, new hood and screens, new steering, new crown wheel and pinion and battery, amazing performance; £175.—Below.

**1936** Morris 8 saloon, choice of two; £165.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Stn. Tube). (C2050)

**ROYS** offer: 1937 Morris 8 tourist, taxed, and saloon, both good; £165 each; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. (C1059)

**SGA MOTORS**—Morris 8 specialists offer the following selected cars which have been thoroughly checked in our workshop and carry a 3 months' guarantee.

**1947** series E van-utility, reconditioned, reconditioned engine, very smart, suitable private and/or business; £295.

**1939** series E 4-seater tourist, one owner since new, immaculate condition, taxed year; £265.

**1937** 2-door saloon, original condition, sun roof; £195.

**1936** 2-door saloon, faultless condition, fitted Ace discs; £165.

**OTHER** good selected Morris 8 saloons and tourists always in stock; hire purchase and exchanges; open 9-6.30 Mondays to Saturdays inclusive or any time by appointment.—S.G.A. Motors, 14, Atherton Mews, Cromwell Rd., S.W.7 (2 minutes Gloucester Road Tube). Western 3209. (C4063)

**£250** —1953 Morris 8 tourist, maroon, black wings, new hood, excellent runner, good tyres, taxed; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

**1948** (March) Morris 8 4-door saloon, black with brown leather, radio, very attractive car, written guarantee; £455; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., London, W.1. Tel. Langham 0012. (C2023)

**MAYFAIR GARAGES, Ltd.**—June, 1953, 8hp de luxe 2-door sliding head saloon, blue, leather, sunroof, in excellent condition throughout, 3 months' guarantee; £195.—Balderton St. (opp Selfridges), Mayfair, W.1. Mayfair 3104-5. (C1023)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Morris Eight Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**R** REALLY good second-hand Morris 8 required.—Cobb, 30, Harley House, N.W.1. [W1066]

**C** ASH waiting for really good 1959 Series E 4-seater tourist.—65, Orwell Rd., Felzastowe. [15560]

**R** REQUIRED immediately, good Morris 8.—Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000]

## MORRIS TEN

**D** ICKS. Morris 10 saloon, engine just overhauled; £525. [C1072]

**D** ICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

**1940** Morris 10 saloon, exceptional condition; £295. Jacques, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 4677-5. [C2043]

**1939** Morris 10 sal., exceptional condition; £275.—Smith & Hunter, Ltd., 376, Kensington High St. London, W.14. Tel. Western 2512. [C4019]

**£425**—Morris 10 saloon, grey and black, 1948, original, reconditioned engine, taxed; terms, exchanges.—Fleet, 52, Lake St., Leighton Buzzard 2172. [1591]

**J** ACK ROSE, Ltd., offer: 1946-47 Morris 10 saloon, black with brown upholstery, immaculate inside and out; £450.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

**1939** Morris 10 4-door saloon, black, reconditioned engine, this car has been very well maintained, very clean and sound; £530.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049]

**M** ORRIS 10 series II 1936 model 4-door saloon, reconditioned engine just fitted and not run in, brakes relined; £145.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062]

**£215**—Morris 10, November 1948, saloon, platinum grey, brown upholstery, good tyres, carefully used, exceptional condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

## Morris Ten Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## Morris Twelve Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## MORRIS FOURTEEN

**£185** or first reasonable offer.—1937 Morris 14 4-door saloon, genuinely in beautiful order, trade offers invited (evenings).—Yarmouth, Wight 384. [3690]

## MORRIS SIXTEEN

**£199**—1936-7 Morris 16 de luxe saloon, beautiful body work, interior excellent, recently overhauled costing £85; large, comfortable 5-6-seater at knock out price; 5 months' guarantee; hire purchase, exchanges. L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

## MORRIS EIGHTEEN

**£225**—1937 Morris 18 streamline saloon de luxe, an ideal family car, in nice condition; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

## MORRIS OXFORD

**S** COTT CARS, offer:—

**1952** Morris Oxford, 5,000 miles, absolutely as brand new, heater; £725. [C3016]

**S** COTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676.

**P** HILIP RICKARDS, Ltd., offer:—

**1951** Morris Oxford, black/brown, small mileage; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5. [C3051]

**W** ARWICK WRIGHT Ltd., offer:—

**1951** Morris Oxford saloon, blue, 8,000 miles; £695. [C4045]

**W** ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.

**G** UY SALMON AUTOMOBILES offer:—

**1950** Morris Oxford saloon, green/green leather, 26,000 miles, well cared for example; £585.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

**1949** (June) Morris Oxford saloon, radio and heater, one owner, moderate mileage; £525. [C2058]

**L** YNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401.

**1951** Morris Oxford, 10,000 miles, perfect condition throughout; £625.—24, Meadoway, Bishops Cleeve, Glos. [3535]

**1950** Morris Oxford saloon, one private owner, moderate mileage, nice order throughout, 3 months' guarantee; £555. [C1061]

**C** & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines).

**595** gns.—Morris Oxford 1952 export type saloon, grey, brown leather, heater, one careful owner, small mileage, good tyres, exceptional condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

## MORRIS OXFORD

**N** AYLOR & ROOT, 1952 Morris Oxford saloon, blue, green leather, low mileage, very attractive; £675, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022]

**P** RIDE & CLARKE, Ltd.—1950 Morris Oxford saloon, green/green leather, low mileage, heater, H.M.V. radio, leather, one owner; £579; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.5. Brixton 6251. [C3068]

## Morris Oxford Cars Wanted

**C** M THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 5454. [0717/R]

**P** RIVATELY owned Oxford—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

**M** ORRIS OXFORD required, under 10,000 miles.—Cass's Motor Mart, Euston 4110 & 5523. [W1040]

**£650** cash waiting for best Morris Oxford or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

**R** OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## MORRIS SIX

**£550**—1950 model Morris Six, grey with brown leather upholstery, heater, 19,600 miles, very carefully used, terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031]

**P** RIDE & CLARKE, Ltd.—1950 Morris Six saloon, maroon red leather, heater, low mileage, one owner, recoloured; £559; three months' guarantee; terms, exchanges; lists.—257, Brixton Hill, S.W.2. Tulse Hill 2664-5. [C3068]

## Morris Six Cars Wanted

**C** M THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 5454. [0875/R]

**R** OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## Morris Miscellaneous Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**S** LOCUMBES, Ltd., Willesden 4869.

**W** E wish to purchase clean and genuine Morris cars.—58-52, Dudden Hill Lane N.W.10. [W4017]

**M** ORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Bul. 2767. [0824/R]

**M** ORRIS in good condition for cash.—Tel. Valentine 2096 or 4674. [W2018]

**H** ATTONS will buy post-war Morris models; distance no object.—Lord St., Southport, Tel. 2268. [0798/R]

**W** ALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. [0816/R]

**M** ARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham N.15. [0996/R]

**H** F. EDWARDS urgently require good Morris for immediate cash; distance no object.—Details please to: 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2005]

## Morris Spares and Service

**M** ORRIS—Genuine spares and specialist repair service, immediately available in the West End. [C3052]

**S** MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus 1952/8574. [0542/R]

**F** OR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0471]

**H** AMMERSMITH—Repairs service and overhauls.—Rogers Garage, Wellesley Avenue, W.6. Riverside 2644-5. [S5054]

**R** EPAIRS, parts, reconditioned, guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Prim 6159. [0268]

## OLDSMOBILE

**A** CRES offer:—

**1948** Oldsmobile 6 hydramatic saloon, finished in fawn and maroon with grey cord upholstery complete with seat covers, heater and radio and many extras; this magnificent vehicle has been beautifully maintained and is in spotless condition throughout. [C2058]

**A** CRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1309. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

**M** ETALFEE & MUNDY, Ltd.

**1938** Oldsmobile drop head coupe, radio, unused since engine overhauled and coachwork recoloured; £275. [C3064]

**M** ETALFEE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Frenantle 5471. [C3064]

**D** ISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. [0217/R]

**O** LDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembroke Villas (nr. Westbourne Grove) W.11. (Bayswater 6626/7.) [0576/R]

## Oldsmobile Cars Wanted

**O** LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars. [C3022]

**E** X GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R]

**S** IMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/5903. [W4015/R]

**D** ISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey, Tel. 330-1. Will buy post-war and pre-war models at good prices. [0115/R]

## OPEL

**M** AYNER MOTORS, Ltd.—Opel distributors; buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton, Tel. 3266/4944. [0526/R]

**195** gns.—Opel Cadet, 1938 (registered 1940), Master series 4-door saloon, black, I.F.S., very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

## Opel Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## Opel Spares and Service

**R** EPAIRS, guaranteed engines, gear boxes, suspensions, shock absorbers (telescopic, etc.), crown wheel and pinion; £9.5; mudguards, spares.—Tarrant & Frazer, Ltd., 19, Winchester Mews, N.W.3. Primrose 2647. [0240]

## PACKARD

**M** ETALFEE & MUNDY, Ltd.

**1942** Packard model 120 foursome d.h.c., fitted with power operated hood, radio and heater, in excellent condition throughout; £495. [C3064]

**M** ETALFEE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Frenantle 5471. [C3064]

**1939** Packard saloon, guaranteed; £240, payments, Oldfield, 396, Kensington High St., W.14. Wes. 6631. [C3029]

**1938** Packard Super 8 7-seater, 54,000 miles, radio, carefully used; £450, terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031]

**P** ACKARD 8 25 series 4-door saloon, black, radio, air conditioned, l.h.d. £1,175.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadoway 2288 or Euston 7811. [C4011]

**1949** Packard 6-cylinder saloon, 23,000 miles, radio, heater, covers, most beautiful condition; £1,175.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036]

**1937** Packard 26hp 6-cylinder saloon, black with brown leather, a very clean car; £250.—Gavin Fairfax, Ltd., Station Approach, Virginia Water, Surrey. Wentworth 5154. [3647]

**C** AMDEN MOTORS.—Packard 8-seater limousine, 1937 model, genuine Super Eight series with twin spares and overdrive, widest occasional, winding division, just had extensive engine inspection, overhaul; £595. [C3052]

**C** 1937, later registration than above and in very special mechanical order, engine rebored, crankshaft reground and the whole car comprehensively overhauled, no mileage since; £495. [C2052]

**C** AMDEN MOTORS.—Packard Super Eight limousine, very late 1937, a really fine car, one owner and taxed privately for many years, moderate mileage and faultlessly maintained mechanically, fitted overdrive, superb; £525. [C3052]

**C** AMDEN MOTORS.—Packard Eight saloon, 1938, full 6-seater model, in black with blue interior, just reconditioned at a cost of over £50, not new but quite serviceable; £225. [C3052]

**C** AMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055]

## Packard Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**L** EONARD WILLIAMS & Co. (1940), Ltd.

**P** ACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [0191/R]

**S** IMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/5903. [W4015/R]

**J** OE THOMPSON (MOTORS), Ltd., buyers of Packard, 97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

**7** -SEATERS privately owned limousine required, cash waiting. Aips & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

**W** ANTED, Packard R.H.D. limousine.—Swanmore Garage, 1176-1180, Christchurch Rd., Bournemouth, Bournemouth. Tel. Southbourne 43544. [W4024]

## Packard Spares and Service

**J** OE THOMPSON (MOTORS), Ltd., Packard spares, repair specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

**L** EONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [0469/R]

## PEUGEOT

**1950** Peugeot 203 sports saloon, supercharger overdrive; £845.—Clayton's Cars (London), Ltd., 537, Euston Rd., London N.W.1. Tel. Euston 5228 (5 lines). [C1050]

## PONTIAC

**P** ONTIAC 1951, 21,000 miles, complete with radio, heater, etc. condition as new, being sold by a diplomat.—Tel. Kensington 8059, mornings. [3698]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## PONTIAC

**METCALFE & MUNDY, Ltd.**  
**PONTIAC** 6-cyl. convertible, 1949, first registered 1951, hydraulic drive, heater, radio, loose covers, one owner, 34,000 miles, power operated hood; a very attractive car.  
**PONTIAC** 1950 8-cyl. Silver Streak de luxe saloon, grey and stone, one owner, 26,000 miles, heater, radio, loose covers.  
**METCALFE & MUNDY, Ltd.**, 280, Old Brompton Rd., S.W.5, Frenamite 5471. (C5064)

**£365**—1939-40 Pontiac 28hp de luxe saloon, magnificent condition and genuine bargain, 3 months' guarantee; hire purchase, exchanges.  
**AMBS, Finchley Showrooms**, 421-425, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) (C2052)

**£385**—1939 Pontiac drop head foursome coupe, in immaculate condition throughout, fitted radio; £150 down.—**Bray Motors**, 180-184, West End Lane, N.W.8, Hampstead 6490. (C1024)

**BARGAIN £1,500!**—Pontiac 40hp 4-door de luxe saloon, hydraulic gear change, fitted radio, heater, etc.; attractive duo green colour; 1951, very low mileage; has had one owner, faultless condition.  
**STAR MOTORS, Lower Henley Rd., Caversham, Reading, Tel. Reading 72950.** (C583)

## Pontiac Cars Wanted

**METCALFE & MUNDY, Ltd.**, will buy your Pontiac car.—280, Old Brompton Rd., S.W.5. Frenamite 5471. (W5064)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the Pontiac buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. (W4015/R)

## Pontiac Spares and Service

**FOR** Pontiac spares and Pontiac service.  
**U.S.** Concessionaires, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3, Tel. Flaxman 7752-4.  
**SOLE** distributors Great Britain for Pontiac cars and Pontiac parts. (0517/R)

## PORSCHE

**COLBORNE GARAGE, Ltd.**, Ripley Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2361. (0629/R)

## RACING CARS

**COOPER-BRISTOL**, racing, green, four spare wheels and tyres, spare ratio, ready to race.—Offers for this successful car to Box 7482. (S594)

**COOPER'S GARAGE (SURREY), Ltd.**, of Surbiton, Tel. Elm. 5546, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. (0821/R)

## RAILTON

**MEBES & MEBES, Ltd.** (Est. 1895), offer:—  
**1938** Railton 17hp drop head foursome coupe, metallic grey, blue hide upholstery, reconditioned throughout irrespective of year, 1949 condition; £325.—**The Broadway, Mill Hill, N.W.7, Tel. Mill 2040.** (C5012)

**MAJOR J. P. S. BARBER**, 10, Fussey Mews East, W.2, Paddington 9639 (night Bayswater 6753).—All models available and wanted. (S778)

**1939** Railton sports Cobham saloon, superb condition, very little use.—**Don Beale, Heath House, Royston, Herts, Tel. 3359.** (S735)

**1938** Railton Straight 8 drop head, black and grey radio, quite unblemished.—**Speers, Ltd., Morley 628.** (See Sports Car column.) (C4020)

**A-ONE MOTORS (LONDON), Ltd.**—Second to none selection; also spares, reconditioned engines and after-sales service.—18, Eccleston Square Mews, S.W.1; and 24, North Side, S.W.18. Tel. Vandey 5181. (0335/R)

**1936** 4-seater tourer, 1,500 miles since complete rebuild at works, comprising new engine, gear box, rear axle assembly, new body and seating, new instruments, repainted and reupholstered, fitted new tyres, taxed, offered at fraction of cost, £250.

**CHARACTER CARS, Gorton 2555.** (C1044)

## Railton Spares and Service

**GEARS**, parts, reconditioned, guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, S.W.3, Prim. 6159. (S795)

## RENAULT

**RENAULT** cars, spare parts, repairs and service.—**Renault Ltd.**, Western Ave., Acton, W.3, Acton 4654 or 4674. (0421/R)

**RENAULT 8 '39** saloon, maroon, very smart, tax, ins.; £200.—51, Malvern Ave., 6, Harrow. (S750)

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton, Elmbridge 1875, offer:—  
**1939** 26hp 4-cyl. roomy saloon, completely overhauled; £250.  
**1950** 760 saloon, taxed, radio, luggage roof; £450.  
**1937** 18hp 6-seater, sun saloon, black, taxed; £175. (0126/R)

**£45**—Renault Noni Stella saloon 12hp, in excellent condition.—**Kendall, 3, Neville Terrace, Kensington 7761.** (S714)

**760**—Renault 1951 standard saloon, one owner; £450.—**Richards & Carr, 35, Kinnerton St., Wilton Place, London S.W.1, Sloane 5424.** (C5045)

**PRIDE & CLARKE, Ltd.**—1949 Renault 8.5 4-door saloon, green/green leather, excellent condition; £449, three months' guarantee; terms, exchanges, lists.—**Stockwell Rd., S.W.9, Brixton 6251.** (C5068)

## Renault Cars Wanted

**RENAULT** in good condition for cash.—**Tel. Valentine 2098 or 4674.** (W2018)

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton, Elmbridge 1875, purchase all models. (0127/R)

## Renault Cars Wanted

**RICHARDS & CARR** buy rear-engined Renaults.—35, Kinnerton St., Wilton Place, London, S.W.1, Sloane 5424. (W3045)

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Renaults.—Hampstead (Tube) N.W.3, Ham. 6041. (W4018/R)

## Renault Spares and Service

**GLANFIELD LAWRENCE**, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20931. (0911/R)

## RILEY

**BOON & PORTER, Ltd.**  
**RILEY Distributors.**

**18** months old 1½-litre, one owner, H.M.V. radio, R.V. heater, 29,000 miles, excellent; £325.  
**1950** 2½-litre drop head coupe, green/beige, Riley heater, one owner, 26,000 miles, nearly faultless; £325.—**Castellano, S.W.13 (by Hammersmith Bridge), Riverside 4444.** (C1022)

**CYRIL SHEPPARD** offers:—  
**1948** Riley 2½ saloon, black, low mileage; choice of two from £395.  
**1947** Riley 2½, excellent condition; £595.

**1947** Riley 1½ saloon, black, green; £595.—**Sheppards Hill, Reading, Sonning 2545.** (3644)

**WARWICK WRIGHT, Ltd.**, offer:—  
**1952** Riley 1½-litre saloon, black, 8,000 miles, £1,150.  
**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1, Mayfair 9761. (C4041)

**SLOCUMBS, Ltd.**, Willenden 4569.  
**RILEY 1½-litre open fourseater in grey with red leather, Scintilla equipped, very fast; £269/10; or insured h.p. terms, part exchanges, cars or motor cycles, we close at 7.30 p.m. Write, call or tel. Slocumbs Ltd., 38-52, Dudden Hill Lane, N.W.10.** (C4017)

**MAYFAIR COUNTRY CARS** offer:—  
**1950** (Dec.) 2½ Roadster, low mileage, superb condition, H.M.V. radio; £625.—7, George Yard, Grosvenor Sq., W.1, Mayfair 0151. (C5058)

**GUY SALMON AUTOMOBILES** offer:—  
**1951** Riley 2½-litre saloon, black, brown leather, 14,000 miles, one owner, immaculate condition, £395.—**Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3.** (C4001)

**CLARKE & SIMPSON, Ltd.** (Riley Sales and Service), offer:—  
**1953** (new) 1½ saloons, immediate delivery; £1,169 (24.12.1948) 2½ saloon, black/brown, 32,000 miles; £665.  
**1949** (Oct.) 1½ saloon, autumn red/red, heater, loose covers, 25,000 miles; £745.  
**1949** 73-79, Cadogan Lane, S.W.1, Sloane 4727. (C1048)

**£185**—1936 Riley 12 saloon, clean car; terms.—**Autosnips, 5, Balham High Rd., Balham 1509.** (C1069)

**1951** Riley 2½-litre saloon, black, one owner, fitted radio heater, £595.—**Below.**  
**1951** Riley 1½-litre saloon, black, one owner, genuine low mileage; £575.  
**RIPPO, Ltd.** (Rileys purchases), 16, Albemarle St., Mayfair, London, W.1, Regent 2932/4. (C3052)

**SUSSEX** specialists for Riley cars and spares.—**Caflins, Ltd., Lewes 1221.** Successors to Lewes Motors Ltd. (0057/R)

**PERFORMANCE CARS**—Good selection always available, written guarantee.—See under "Sports Cars." (C5041/R)

**BEARTE** of Kingston, Riley specialists, sales, spares repairs.—102, London Rd., Kingston, Kingston 3543. (0079/R)

**1938** Riley Big Four Adelphi saloon, good condition, carefully maintained; £550 or nearest.—**Box 7415.** (S551)

**1950** 2½-litre drop head tourer, one owner, 18,000 miles.—**Anthony Crook Motors, Ltd., Caterham 2252.** (C1063)

**1951** Riley 1½ saloon, green, radio, heater, excellent condition; £345.—**Dobsons, Ltd.** (Riley Agents), Staines, Tel. 901. (C1074)

**1949** (Aug.) Riley 2½-litre saloon, black, with red leather, one owner, genuine 19,000 mis. as new; £795.  
**1947** (March) Riley 1½-litre saloon, black with red leather, 54,000 mis. perfect throughout; £625.—**Gibsons Sports Cars (Kichurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681.** (S619)

**THE RILEY CENTRE** at 189-195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Sq. Tube), Sloane 8356, offer the following Rileys:—  
**£295**—1957 Monaco, an outstanding example of this sought after model.  
**£295**—Imp., no details yet available but a fine looking.  
**£205**—1955 Monaco, an absolute specimen with an excellent history.  
**£175**—1955 hp Kestrel, recent extensive overhaul.  
**£145**—1955 Monaco above average.  
**£95**—1955 Monaco, in excellent order.  
**£130**—1952 Monaco, a little beauty.  
**£140**—1952 Monaco, excellent and maintained by fond owner.  
**£105**—1952 Monaco, a nice, reliable little motor.  
**£100**—2-4-seater sports with supercharger, an opportunity for the special builder.  
**£75**—12hp Redwing tourer, in running order, an excellent holiday car.  
**A**—We sell Rileys only we can offer you the best price for yours. (C5069)

## RILEY

**£825**—August, 1950, Riley 2½-litre, dark red with beige leather, 27,000 miles, fitted radio and heater in beautiful all-round condition.  
**DENHAM SERVICE STATION, Ltd.**, Denham, Bucks, Tel. Denham 2266. (C1070)

**1952** (Nov.) Riley 1½-litre, maroon, red leather, 2,400 miles only, £1,095.—**John S. Truett, Ltd.**, 173, Westbourne Grove, W.11, Bay. 4274. (C4035)

**1936** Riley Kestrel Special, good condition; £195.—**Sargeant & Collins, Bickley Rd., Bromley, Imperial 2242.** (S628)

**1948** Riley 1½-litre saloon, black, moderate mileage, exceptional condition; £595.—**H. C. Paul, Ltd.**, 32, Bruton Place, W.1, Mayfair 0821. (C5040)

**RILEY Falcon 1½**, preselector, sound throughout; £195 o.n.o.—**Rutherford, "Beechcroft," Beech Alton, Hants, Tel. Southampton 76736 business hours.** (S598)

**1950** Riley 2½-litre, one owner, 20,000 miles, genuine, radio, heater; £395.—**Taylor & Crawley 48, Kensington Court, W.8, Western 6015.** (C4056)

**£199**—1936 Riley 9 streamline saloon, owned by one family from new, £200 down, 18,000 miles, 180-184, West End Lane, N.W.8, Hampstead 6490. (C1024)

**1951** (Nov.) 1952 features, 1½-litre Riley saloon, one owner, heater, taxed year.—**Halls (Finchley), Ltd., Odessa Parade, North Finchley, London N.12, Tel. Hillside 1044.** (S381)

**795**—Riley, 1950 1½-litre sports saloon, maroon, lawn leather, heater, twin headlights, very carefully used exceptional condition; terms, exchanges.—**Rowland Smith, below.**

**295**—Riley September 1956 1½-litre Kestrel sports saloon, ivory and black, sliding head, leather upholstery, preselector, twin headlights, excellent condition; terms, exchanges.—**Rowland Smith, below.**

**1955**—Riley 9, December 1955 Kestrel sports saloon, black, red leather, very good condition, taxed, terms, exchanges; list, open 9-7 week-days and Saturdays.—**Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.** (C4018)

**1948** Riley 1½-litre saloon one owner nominal perfect condition; £665.—**L. P. Dye, Ltd., 69, Broadway, Wimbledon, S.W.19, Liberty 5450.** (C1077)

**£895**—Oct., 1950, Riley 2½-litre saloon, radio, 26,000 miles, immaculate condition; terms, exchanges.—**Traynor Motors, of East Ham, Tel. Grange Road 2530.** (C4052)

**EXCEPTIONAL**, 1957 Riley Kestrel 12-4 6-light red celluloid radio, windcrest, washers, motor cycle, Windtoms, 16in wheels, telescopic dampers, spares; £350.—**Box 7499.** (S613)

**2½-litre** Riley saloon, black/brown, heater, mats, 24 covers, guaranteed 8,500 miles, genuine one-owner 1951 motor car, immaculate throughout; £500 o.n.o.—**173, Beacon Park Rd., Plymouth.** (S721)

**1947** Riley 2½-litre saloon, low mileage, coachwork and mechanical condition sound, green with green leather; £575; exchanges and H.P.—**London Cars, 592 B, Greenford Rd., Greenford, Middx, Wuxlow 2645.** (C3087)

**CAMDEN MOTORS**—Riley Nuffield 1½-litre 12hp 4-cyl. saloon, an attractive example of this desirable series, basically very similar to post-war model, sound mechanically and well shop, excellent performance; £445.

**CAMDEN MOTORS**—Riley Alpine saloon, in quite astonishing condition for a pre-war car, late property of country innkeeper, outstanding runner; £125.

**CAMDEN MOTORS**—Riley Kestrel 6-light saloon, very late 1956, stylish streamlined bodysuit, swept tail, etc. Knock-on wheels, modern instruments, specially recommended for its performance. £245.

**CAMDEN MOTORS**—Riley 1½-litre saloon, 1947, maroon and black with leather interior, complete engine overhaul 4-5,000 miles back, exceptional order; £595.

**CAMDEN MOTORS**—Riley 1½-litre saloon, July, 1951, a one-owner car, practically indistinguishable from new, fitted radio and heater, 16,100 miles, looks very much less; £365.

**CAMDEN MOTORS**, Leighton Buzzard, Beds, Tel. 2941. Open till 8 p.m. Write for catalogue. (C1035)

**All** Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—**Coventry Motor Mart, Ltd., The Riley Distributors London Rd., Coventry, Tel. 2146.** (0446/R)

**£295**—Really clean 1937 Riley Falcon, perfect mechanical condition, six new tyres, private sale.—**Apply Walker, Bakery Cottage, Emdon, Sudon Walden, Essex, Tel. Chisill 225 or London Advance 2341 business hours.** (S590)

**£398**—Riley 1½-litre special sports tourer, original beautiful finish, one owner since new, really beautifully maintained; a 1957 better than most 1956s must be seen to be appreciated; also 1954 Kestrel, in 1950 condition; £298; many others.

**DENMOTORS**, 1, Clarendon Rd., Holland Park London W.11 Park 5066-7, (50 yds Holland Park Tube); Exchanges, h.p. (C1017)

**ROYS** for Reliable Rileys.—1958 Kestrel 1½, Sprite 16.4 sports saloon with overdrive, £565, 1940 Nuffield 1950 Adelphi 1½, saloon, £225, h.p. and exchanges.—**Roys Automobiles, Ltd., 127, Parkway, N.W.1, Euston 2700 and 8894.** (C5059)

## Riley Cars Wanted

**C**—**THE CAR MART, Ltd.**, wish to purchase Riley cars.—150, Park Lane, W.1, Grosvenor 5454 (0669/R)

**R**—**ROWLAND SMITH'S, The Car Buyers**—Highest cash prices for Riley.—Hampstead (Tube) N.W.3, Ham. 6041. (W4018/R)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Riley Cars Wanted

## GUY SALMON AUTOMOBILES

**PURCHASE** Riley—Purtonmouth Rd., Thames Ditton, W4001  
Emberbrook 5551-2-3.

**YORKSHIRE**—The Riley buyers Bakers of Oakwood, Leeds, 8, Tel. 56256/7. (0694/R)

**PRIVATELY** owned Riley 1½—5, Brice Court, Kingston Hill, Surrey, Tulse Hill 2768. (W2037)

**EXCEPTIONALLY** high prices paid for Rileys in good condition.—Mayfair 0131. (W3006)

**RILEY** 1½-litre required, under 10,000 miles.—Cass's Motor Mart, Euston 4110 & 5523. (W1040)

**WALTON GARAGE** (STAFFORD), Ltd., will buy for cash.—Walton, Stafford, Milford 295. (0617/R)

**C.N.K. MOTORS** require clean pre-war Rileys—355, Finchley Rd., N.W.3 Hampstead 5712. (W1052)

**B.LAKES** Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. (1735)

**PERFORMANCE CARS** urgently require Rileys.—Great West Rd., Brentford, Middlesex, Ealing 8841, or (0970/R)

**107**, New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)

**URGENTLY** required, 1946-52 Riley 1½-litre saloons.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (1440)

## Riley Spares and Service

**READING**—Hewens Garages, Ltd., for Riley spares and service.—Tel. 4436. (0209)

**PRESELECTION** gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. (0781)

**HARTLEY'S** for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23, Forest Hill 2244/5. (0246/R)

**ARCOT ENGINEERING**, Ltd.—Pres-selector gear boxes, exchanges and repairs.—169 Fulham Rd., S.W.3, Kensington 7301. (0258/R)

**J JAMES (LONDON)**, Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5, Gai. 5446. (0992/R)

**RILEY** distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa, Tel. 67, 18149

## ROLLS-ROYCE

**H. R. OWEN**, Ltd.,

**LONDON'S** Leading Specialists in Rolls-Royce and Bentley cars, offer the following selection:—

**1952** Rolls-Royce 2-door Freestone & Webb sports saloon, blue and ivory with red hide, 5,000 miles, magnificent car, £6,800.

**1949** Rolls-Royce 4-door sports saloon by Freestone & Webb, black with grey hide, 10,000 miles; £4,250.

**1949** Rolls-Royce 4-door R.E. sports saloon by James Young, black with blue hide, just overhauled by Rolls-Royce; £3,950.

**1947** Rolls-Royce sedans de ville by H. J. Mulliner, black with fawn hide, 56,000 miles; £2,850.

**1939** Rolls-Royce Wraith sports saloon with division by Hooper, black, 68,000 miles; £2,450.

**1934** Rolls-Royce 2-door sports saloon by Mann Egerton, blue with blue hide, 86,000 miles only, one owner since new, exceptional condition throughout; £1,195.

**WE** are urgently requiring Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

**H. R. OWEN**, Ltd.,

**17**, Berkeley St., London, W.1. Tel. Mayfair 9060. (C3032)

**C. M. CAR MART**, Ltd.,

**1950** Rolls-Royce Silver Wraith Windover saloon, guaranteed, passed manufacturers; £3,750.

**1948** Rolls-Royce Silver Wraith Hooper touring limousine, guaranteed; £3,250.

**1938** Rolls-Royce 25/30hp Thrupp & Maberly landaulet, guaranteed; £1,350.

**1937** Rolls-Royce 25/30hp James Young limousine, guaranteed; £1,250.

**C. M. CAR MART**, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly), Grosvenor 3454. (C1039)

**RIPON**.

**RIPON**.

**RIPON BROS.**, Ltd.,

**THE** leading Northern Rolls-Royce and Bentley specialists.

**HAVE** a very fine selection of post-war Rolls-Royce and Bentley cars.

**RIPON BROS.**, Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. (0905/R)

**COACHCRAFT** offer:—

**£845**—1937 25/30 James Young sports saloon, one owner, also 1931 20/25 sports saloon; 5 months' guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6539. (C1053)

**B. J. HUNTER**, Ltd., offer:—

**1933** Rolls-Royce 25hp owner-driver saloon, maintained regardless; £575.

**B. J. HUNTER**, Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. (C2040)

## ROLLS-ROYCE

## JACK BARCLAY, Ltd.

**LARGEST** Official Retailers of Rolls-Royce and Bentley, please write for stock list, example—1950 sports saloon by James Young, finished in dark green with beige interior, one owner; 35,000 miles; price £4,500.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Tel. Gros. 6811 or May. 7444. (C1082)

**P.B. Ltd.**, offer:—

**1936** 25-30hp Rolls-Royce Mulliner sports saloon with boot, black with blue leather upholstery, delivery, 20-25hp Freestone & Webb sports saloon with division and boot, black and primrose, brown leather upholstery.

**PADDON BROS.**, 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-9478. (C3035)

**JACK OLDING** OF MAYFAIR.

**OFFICIAL** Rolls-Royce and Bentley retailers offer early delivery of new cars with standard and special coachwork.

**1949** Rolls-Royce Silver Wraith, Hooper touring limousine, electric division, 19,500 miles.

**1945** Rolls-Royce Wraith H. J. Mulliner touring limousine, 37,000 miles, numerous extras, electric division.

**1938** 25-30 Rolls-Royce owner-driver saloon, with division.

**AUDLEY HOUSE**, North Audley St., W.1. Mayfair 5242-3-4. (C3030)

**TAYLOR & CRAWLEY** offer:—

**1939** Rolls-Royce Wraith (WHC) semi razor-edged sports saloon without division in magnificent condition; £1,895.

**1939** Rolls-Royce (GZR) 25-30 semi razor-edged sports saloon without division, one owner, beautifully kept, low mileage; £1,595.

**1939** Rolls-Royce Wraith, magnificent razor-edged sports saloon by James Young, 17,000 miles only, luxuriously appointed every extra; £2,350.

**1934** Rolls-Royce 20-25 sports saloon by Hooper, recent engine overhaul; £675.

**48**, Kensington Court, W.8. Western 6015. (C4036)

**MASCOT MOTORS**, Ltd., offer the following:—

**1938** 30hp Thrupp & Maberly razor-edged sports saloon

**1937** 30hp Thrupp & Maberly semi razor-edged sports saloon

**1935** 40-50hp Thrupp & Maberly 7/8-seater limousine

**1934** 25hp Hooper sports saloon.

**1932** 25hp Freestone & Webb sports saloon.

**1932** 25hp H. J. Mulliner 4-light.

**1926** 20hp modernised Park Ward 2-seater drop head coupe

**WE** are anxious to purchase pre-war Rolls-Royce and Bentleys with owner-driven coachwork.

**MASCOT MOTORS**, Ltd., 237, Kensal Road, Ladbroke Grove, W.10. Ladbroke 1231-2. (C3007)

**!!** Chipstead Motors, Ltd.—See our advertisement under "Sports Cars."

**ROLLS-ROYCE** Silver Wraith owner-driver saloon, registered January 1949, 21,500 miles; £3,250.

**GEORGE NEWMAN & Co.**, 569 Euston Rd., London, N.W.1. Euston 4466. (C3023)

**1939** Wraith Sedans, very modern looking, razor-edged with boot, 56,000 miles, overhauled; £2,000.—Box 7248. (3030)

**1935** 25hp Rolls-Royce Freestone & Webb semi-razor-edged sports saloon with boot, exceptionally fine mechanical condition.

**1938** 25/30 Rolls-Royce Hooper semi-razor-edged sports saloon with boot, under 60,000 miles, two owners, unblemished.

**R. C. MORTLAKE**, 255, Kensal Rd., London, W.10. Arnold 4604. (C3017)

**SELBORNE** offer 1937 Rolls 30hp, suitable for owner driver or chauffeur, at greatly reduced price of £795.—82, Park St., W.1. Mayfair 4733. (3444)

**VINTAGE AUTOS**—We specialise in the older type Rolls; always a good selection at competitive prices.—66, London Rd., Tooting. Tel. Mitcham 5951. (C4039)

**BARKER-MARTIN** d.h. coupe on 1933 Continental Phantom II chassis, stored 12 years, 74,000 miles, superb appearance and condition; £675.—Box 7514. (3553)

**EDWARDS & Co. (BOURNEMOUTH)**, Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers reliable used cars in stock.

**1939** (April) Rolls-Royce Wraith touring limousine, Thrupp & Maberly, disappearing division mileage 41,500, exceptional condition; £1,950.—Box 7516. (3669)

**1933** Rolls-Royce Phantom II 7-seater limousine, full f.f. occasional Windover body; £475.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 5071-2. (3718)

**ROLLS-ROYCE** 20, 25 and 50hp owner-driver saloons, also limousines at specially low prices.—Claude Burrows & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith, Riverside 7644. (2867)

**1935** Rolls-Royce, Barker body specially adapted for Continental touring, 29,800 miles; £675.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

**HEARSE**, Selection Modern Phantom II chassis deluxe 1953 partitioned 6-Bearer Coachwork, exclusive equipment, reasonable cost, Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (C1006.1)

## ROLLS-ROYCE

## MANN EGERTON &amp; Co., Ltd., offer:—

**1949** Rolls-Royce Silver Wraith chassis fitted owner-driver 4-light saloon by Park Ward, maroon with beige leather upholstery, no division, 22,000 miles; £3,500.

**14** Berkeley St., London, W.1. Regent 2073. (C2038)

**ROLLS-ROYCE** 1937, immaculate condition, chauffeur maintained, cabriolet by Martin Walter, built-in boot swept back, photograph and full details on request.—Write Box 2, C.405, Deacon's Advertising, 55, Leadenhall Street, E.C.3. (3591)

**ROLLS-ROYCE** 1948 Silver Wraith; 1937 Freestone & Webb Ph. III; 20-25 shooting brake, new; 20hp rake, nearly new; £3,465, £1,475, £1,245, £745.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. (C4024.1)

**LAWTON-GOODMAN**, Ltd., offer 40-50hp Phantom II large ambulance, make good caravan; £145; Phantom I tourer, £125; 1933 25hp saloon limousine, forward seats, leather upholstery, £395; exchanges—135, Crickwood Broadway, N.W.2. Gladstone 2226. (C2022)

**ROLLS-ROYCE** 25hp 7-passenger limousine, black body by Mann Egerton September 1935, very good condition throughout; £425; exchanges, hire purchase.—B.H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. (C1020)

**1948** Rolls-Royce Silver Wraith Park Ward owner-driver saloon, black, brown hide, sun roof, heater, radio, 31,000 miles, magnificent condition throughout; £2,850; exchanges, deferred terms—John Truscott, Ltd., 173, Westbourne Grove, W.11. Bay 4274. (C4055)

**ROLLS-ROYCE** 20-25 owner driven saloon, by Park Ward, finished in black and grey, with brown hide upholstery, 2 owners from new, mileage approx. 61,000, as new throughout open to any inspection; £975.—Linley 25, Watford Rd., Kings Norton, Birmingham. Tel. Kin. 2827. (3671)

**ARCHIE SIMONS & Co.**, Ltd.—Rolls-Royce first registered 1934, 20-25 7-passenger limousine, coachwork by Hooper, black, face forward occasional, excellent tyres, fitted discs, extensive overhaul recently carried out, good proposition for the hire trade, £575.—94, Gt. Portland St., W.1. Lan. 1543. (C4013)

**THE SOUTHERN MOTOR CO.**, originators of the Rolls-Royce replicas, have a few models in stock at reasonable prices.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); office Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437. (3540)

**LIMOUSINE** 1938 (mileage 53,000) Phantom III (solid tappets) Windover, partition, forward occasional, swept tail, 1950-condition throughout, magnificent carriage.

**OWNER-DRIVER** 1938/30hp, Series GGR, 4-light Barker Saloon, swept tail, concealed boot, (without partition), mileage 19,000, leather throughout, carefully maintained, excellent history. £1,590.

**ALPE & SAUNDERS** always purchase Rolls-Royce. Providence Court, North Audley Street, Mayfair 2941. (C1006)

## Rolls-Royce Cars Wanted

**C. M. THE CAR MART**, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly) Grosvenor 3454. (0970/R)

**J. MARSHALL**.

**WANTED**, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

**J. MARSHALL**, 869, St. Albans Rd., Watford, Tel. Garston 2463. (0458/R)

**A&S** always purchase 7-passenger 25/30hp Limousines, also Coupes and Saloons with boot.

**A&S** urgently require Phantom II private Limousines, also Phantom III sports Saloons, Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (W1006)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**PERFORMANCE CARS** urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841, or (0970/R)

**107**, New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)

**JACK OLDING**, official retailers and repairers, are interested in the purchase of good used cars.—5, North Audley St., W.1. Mayfair 5242. (W3030)

**ROLLS-ROYCE** P.III razor-edged saloon.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. (W4024)

**R. C. MORTLAKE** wishes to purchase good pre-war or post-war Rolls-Royce and Bentley cars, any type of coachwork.—253, Kensal Rd., London W.10. Arnold 4604. (W3017)

**THE SOUTHERN MOTOR CO.** is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. (3740)

**CHARLES FOLLETT**, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. (10597/R)

## Rolls-Royce Spares and Service

**JACK BARCLAY**, Ltd.,

**LARGEST** official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.

**WORKS**—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (6 lines). (81082/R)

**JACK OLDING**, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court W.1. (35030/R)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Hells-Royce Spares and Service**  
**CHARLES FOLLETT, Ltd.**, officially appointed re-tailers and repairers.  
**SHOWROOMS:** 18, Berkeley St., W.1. Mayfair G366.  
**SPARE parts.**  
**SERVICE:** Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. (0614/R)

**ALL spares for 20 and 25hp Phantom I and Phantom II chassis, also reconditioned replacement engines, guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 5362. (0064/R)**

**ROVER 10**  
**HENDON CENTRAL GARAGE, Ltd.**, offer:—  
**1946** Rover 10 saloon, fitted radio and heater, in immaculate condition throughout; £565.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2054)

**1947** Rover 10, complete overhaul, new engine, perfect condition; £575.—Fallows, Glenavon Abbey Rd., Rhos-on-Sea. Tel. 44649. (3734)

**1940** Rover 10 saloon, black, good condition; £425, or would exchange for post-war drop head coupe or car; cash adjustment.—Loughton (Essex) 5905, 6-7 p.m. (3725)

**1939** (May) Rover 10 saloon, reconditioned engine, 300 miles, Rover green with brown leather, splendid condition; £395.—Pantiles Service Garage, London Rd., Guildford S526. (C5035)

**625** ens.—Rover 10, December 1947 de luxe saloon, black, sliding head, blue leather, radio and heater, one careful owner, good tyres, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

**ROVER 12**  
**BRUTONS, Ltd.**—Rover 12 1939 sports saloon, excellent condition, taxed year; £395.  
**BRUTONS, Ltd.**—Rover 12 1939 6-light saloon, good condition, taxed year; £295.—13-14, Osten Mews, Emperors Gate, S.W.7, Frenamle 0342. (C1026)

**£295**—Rover 12 sports 4-light saloon, 1938, attractive metallic blue, scarce model, well maintained, terms, exchanges.—Fleet, 52, Lake St., Leighton Buzzard 2172. (3481)

**PRIDE & CLARKE, Ltd.**—1947 Rover 12 de luxe saloon, black, leather, heater, one owner, £520; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

**165** ens.—Rover 12, 1936 sports saloon, grey, sliding head, maroon leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4064)

**£395**!!!—1939 Rover 12 sports saloon, reconditioned mechanically at Rover's works July, 1952, engine just had first decoke following rebore, etc., original makers finish in Rover green with interior to tone, an outstanding car mechanically.  
**CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041.**—Open till 8 p.m. Write for catalogue. (C1035)

**1946-7** Rover 12 saloon, finished in unblemished black with brown leather interior and carpets to match, fitted new heater, excellent tyres, full and comprehensive tool kit, taxed, mechanically in excellent condition, any trial or examination, a really excellent example of "One of Britain's Fine Cars", free delivery, £525; terms, exchanges.  
**MALDSTONE ENGINEERING CO., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. (C3000)**

**ROVER 14**  
**GARAGE SERVICE CO., Ltd.**  
**1940** Rover 14 4-door 6-light sup-roof de luxe saloon, black, very nice interior trim with quality leather, fitted radio and good tyres and in excellent mechanical condition; £490.  
**1081** Green, N.W.11. Speedwell 8692. (C2019)

**OVERSEAS CARS, Ltd.**, offer:—  
**1947** (August) Rover 14 saloon, black, excellent condition throughout; £625. For other overseas car bargains see page 41.  
**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (C3031)

**KAR SALES OF SOUTH HARROW offer:—**  
**1947** Rover 14, immaculate throughout; £615.—50/56, Northolt Rd. South Harrow. Byron 5544. (C2056)

**HENDON CENTRAL GARAGE, Ltd.**, offer:—  
**1938** Rover 14 4-light sports saloon, taxed year; £390.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2054)

**1938** Rover 14 sportsman's saloon, perfect throughout; £255.—22, Copthorne Rd., Rickmansworth, Tel. 3976. (3715)

**1939** Rover 14 foursome coupe, excellent, guaranteed; £225; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (C3058)

**£198**—Rover 14 4-dr. saloon, particularly well kept, tip-top mechanically, excellent tyres, a 1935 better than most 1947s; choice of 1935 or 1947.  
**BENMOTORS, 1, Clarendon Rd., Holland Park London, W.11. Park 5056-7. (50 yds Holland Park Tube.) Exchanges, h.p. (C1017)**

**1939** Rover 14hp saloon, grey, blue hide interior, nice car; £385.—Southwicks, Smugglers Walk, W. Worthing, Goring-by-Sea 42151. (C4067)

**£225**—1937 Rover 14 sports saloon, unrepaintable condition; £275; leather.—Bray Motors, 130, 184, West End Lane, N.W.6. Hampstead 6490. (C1034)

**ROVER 14**  
**1938** Rover 14 sal., 6-light, thoroughly recommended; £345.—Smith & Hunter, Ltd. 376, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

**1937** Rover 14 sports saloon, one owner ten years, engine, brakes, steering reconditioned, new king pins and bushes, good tyres, thoroughly sound; £295 o.n.o.—Pinner 119. (3616)

**CAMDEN MOTORS**—Rover 14 saloon, 1936, condition much superior to most other cars of its year, attractive 4-light body styling with external rear boot, excellent runner; £195.

**CAMDEN MOTORS**—Rover 14 saloon de luxe, 1939, bills available for £30 reconditioning to engine and gear box between July and September last year, 3 new tyres fitted this year, strongly recommended; £375.

**CAMDEN MOTORS**—Rover 14 saloon de luxe, 1940 series (first registered and delivered 21.12.39), stylish dark blue finish, coachwork and chrome excellently maintained, interior neat and tidy mats unworn, a smart car of much above average appearance for its year; £395.

**CAMDEN MOTORS**—Rover 14 sports saloon, May 1947, 4-light model in attractive Rover green with interior leather to tone, fitted H.M.V. radio, dual pass lights and Windtones, very good mechanical order, one change of ownership only; £375.

**CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041.**—Open till 8 p.m.; write for catalogue. (C1035)

**£444**!!! Magnificent drop head Rover 14, probably the finest on offer. Although 13 years old this vehicle has persistently been mistaken for 1947 model. It has immaculate bodywork, excellent interior, and 100% chassis. Don't miss this 3 months' guarantee; hire, purchase, exchanges.

**L. AMES, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221.** (East Finchley Underground.) (C2052)

**ROVER 16**  
**1938** Rover 16 saloon, excellent.—Autowork, Ltd. Winchester. Tel. 4154. (C1010)

**1947** Rover 16 sports saloon, black, green leather, heater, 19,000 miles, an exceptional car; £635.  
**W. J. BROWN, Ltd.**, established over 30 years.

**339** Finchley Rd., N.W.3. Hampstead 4414. (C1025)

**FOR sale**—1938 Rover 16hp, 57,000 miles, one owner, completely overhauled in 1952; particulars and car can be seen London or Tunbridge Wells neighbourhood.—Box 7422. (3572)

**CAMDEN MOTORS**—Rover 16 sports saloon, 1938, fitted disc, this car is quite original in every respect, even the carpets, although a trifle shabby, do bear out the genuine condition of the car, one change of ownership in 1948, history of all overhauls available, moderate total mileage; £325.

**CAMDEN MOTORS**—Rover 16 drop head foursome coupe, 1939, finished in beautiful Rover green with grey leather interior and mohair hood to match, stylish Tickford bodywork, 3-position hood, extremely good condition; £445.

**CAMDEN MOTORS**—Rover 16 saloon de luxe, late type model 1939, with disc wheels and identical body styling to 1947, a good sound example, engine in fine fettle, attractive Rover grey finish; £375.

**CAMDEN MOTORS**—Rover 16 sports saloon, January 1947 fitted radio and loose seat covers, excellent mechanically, with a set of almost brand new Goodyear Eagle tyres; £375.

**CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041.**—Open till 8 p.m.; write for catalogue. (C1035)

**ROVER 16 Sportsman saloon, 1939 model, registered 1939, this car is in really excellent condition, having had very fastidious owner, bills are available to prove recent reconditioning, details too numerous to mention, offered with every confidence at £355.  
 R. & T. 543, Trinity Rd., Wandsworth, S.W.18. Bat. 0509. (3617)**

**ROVER 20**  
**GUY ALFRED & Co., Ltd.**—1937 Rover 20hp sports saloon, 1952 condition.—6-7, Warren St., W.1. Euston 3268. (C1005)

**ROVER 60 & 75**  
**H. M. BENTLEY & PARTNERS, Ltd.** offer:—  
**1951** P4 Rover, 22,000 miles, one owner; £1,075.  
**9** Albemarle St., London, W.1 Tel. Grosvenor 5551. (C1018)

**BROOKLANDS**—Individuality, new and used cars.  
**FIRST** registered January, 1952. Rover 75 saloon.  
**1950** Rover P4 saloon, 15,000 miles.  
**103** New Bond St., London, W.1. Mayfair 8551-6. (C1029)

**1951** Rover P4 saloon, black, 14,000 miles, one owner, as new; £1,135.  
**RIPCO, Ltd. (Rovers purchased), 16, Albemarle St., Mayfair London, W.1. Regent 2952/4. (C3052)**

**1953** P5 saloon, 600 miles, grey; £1,365.—Mansfield Autos, Ltd., Euston 2587. (C3001)

**1951** Rover P4 saloon, black, 9,000 miles only, one careful owner; £1,185.  
**R. C. WIMBUSH, Ltd., 112, Earl's Court Rd., London, S.W.5. Frenamle 8401. (C4056)**

**1950** P4 Rover, powder blue, £900, would exchange Riley, XK 120—St. Helena 3900. (3751)

**1951** Rover P4, 15,700 genuine miles, heater, covers, new condition; £975; private.—Box 7518. (3726)

**1948** (June) Rover 75 saloon, heater, radio, black with brown leather upholstery, in excellent condition; £750.

**RATCLIFFE & (PURLEY WAY), Ltd., Purley Way, Craydon, Surrey. Tel. Craydon 5678-9. (3709)**

**GUY ALFRED & Co., Ltd.**—1950 Rover P4, radio, heater, above average condition.—6-7, Warren St., W.1. Euston 3268. (C1005)

**ROVER 60 & 75**  
**1951** Rover P4 saloon, black with grey leather, heater, radio, 18,000 miles, licenced, £1,075.—R. W. Estlin, The Limes, Clifton, York. Tel. 55280. (3203)

**1948** Rover 60 sal., black/green, radio, heater, 25,000 miles, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3359. (C4029)

**£795**!!!—This 1948 Rover 75 must be seen! Immaculate bodywork, interior excellent, mechanically 100%; the finest we have had; 3 months' guarantee; hire, purchase, exchanges.  
**L. AMES, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221.** (East Finchley Underground.) (C2052)

**1952** Rover P4, black with green leather, radio and heater, 12,000 miles, definitely unblemished condition; £1,250.—Cox's Motors, Conduit St., Leicester 60319. (C1059)

**ROVER 75 saloon, black with grey leather upholstery and set of loose covers, first registered November, 1951, fitted with heater, demister and windscreen washer, low mileage, £1,095, 5 months' comprehensive guarantee; part exchange and hire purchase.—Kennings, Ltd., Leadhill Rd., Sheffield, 1. Tel. 26451. (3634)**

**Rover 60 & 75 Cars Wanted**  
**PRIVATELY** owned Rover P4, 14hp, King's Cross Hill, Surrey. Tel. Hill 2765. (W2037)

**LAND-ROVER**  
**OFFERED by:—**  
**EVANS (WIMBLEDON), Ltd.**—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0165/3. (1140)

**JACK ROSE, Ltd.**, offer: Land-Rover, well maintained; £345.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)

**1949** Land-Rover, excellent condition, 16,000 miles only.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. (C1076)

**495** ens.—Land-Rover, 1953 model, dark green, 1,907 cc engine, heater, Perspex sidevents, trafficators, one careful owner, 3,550 miles, original tyres unworn, practically new condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**Land-Rover Cars Wanted**  
**ROWLAND SMITH & Co., The Car Buyers**—Highest cash prices for Land-Rovers.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

**HARVEY HUDSON, Ltd.** (the Land-Rover Specialists) wish to buy Land-Rovers.—South Woodford, E.19. Wanstead 0085. (W2035)

**ROVER MISCELLANEOUS**  
**HENLYS, Ltd.**  
**EVANS' Largest Rover Distributors**  
**DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)**  
**HENLYS House, 385 Euston Rd. N.W.1. (Euston 4444.)**  
**DEPOTS at:—**  
**MANCHESTER (Blackfriars 7643);**  
**BRISTOL (Bristol 21326);**  
**BOURNEMOUTH (Bournemouth 6514);**  
**NORTHAMPTON (Northampton 907);**  
**CAMBERLEY (Camberley 77)**  
**HOUNSLOW (Hounslow 3454);**  
**FINCHLEY (Finchley 0081);**  
**GREAT West Road (Ealing 3477);**  
**CAMDEN TOWN SERVICE STATION (Guliver 4141);**  
**HENLYS Ltd. Eng.'s Leading Motor Agents**  
**BEARDS of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 1544. (0989/R)**

**Rover Miscellaneous Cars Wanted**  
**THE CAR MART, Ltd.**, wish to purchase Rover cars.—150 Park Lane, W.1. Grosvenor 3434. (0971/R)

**ROWLAND SMITH'S, The Car Buyers**, Highest cash prices for Rover.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

**COOMBS & SONS (GUILDFORD), Ltd.**  
**URGENTLY** wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. (0242/R)

**REALLY** good second hand Rover required.—Cobb, 30, Harley House, N.W.1. (W1096)

**ROVER** required under 10,000 miles.—Cass's Motor Mart, Euston 4110 & 3525. (W1040)

**WALTON GARAGE (STAFFORD), Ltd.**, will buy for cash.—Walton, Stafford. Milford 293. (0818/R)

**ROVER 75 or 16hp saloon wanted**—Gordon Wooderson, 44a, Dressed Rd., S.W.16. Streatham 8658. (3775)

**BLAKES**, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. (3775)

**REQUIRED** immediately, good Rover.—O. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. (W2033)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Low Miscellaneous Cars Wanted**—Bloxam, Whitewell, Chalfont St. Peter, Bucks. Pinner 494. (W1085)  
**£1200** cash waiting for best Rover or similar car offered.—54, Streatham Hill, S.W.2, Tulse Hill 2676. (W5016)

**Rover Spares and Service**  
**LEIGH PARK MOTORS, Ltd.**, Datchet, Slough, Bucks. Rover distributors for spares and specialized service.—Tel. Datchet 54. (0047/R)

**LEATHWOOD'S GARAGES, Ltd.**, 203, St. James's Rd., Croydon, Tho. 1222. Main Rover dealers for Croydon. (0219/R)

**BARKING**—For full stocks of spares and genuine service for Rover owners come to Alton's Garage, Ltd., 105-7, Longbridge Rd., Barking, Tel. Ripleyway 1285. (0518/R)

**DAVID ROSEFIELD, Ltd.**, Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8, Tel. Blackfriars 2302. (0555/R)

## SIMCA

**BARTLETT**—Simca 1951 special sports farina coupe, 90 mph, 35 mpg, as new; £1,250.—27a, Pemberton Villas, W.11. (C1015)

## SINGER

**CAR MART, Ltd.**

**1952** Singer 1500 saloon, radio, heater, 10,000 miles; £675.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212. (C1039)

**B. J. HUNTER, Ltd.**, offer:—

**SINGER S.M.** shop soiled saloon, works mileage, unregistered; £895.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. (C2040)

**SEYMOUR & CLEMENTS, Ltd.**, offer:—

**SPLENDID opportunity!** Singer 1500, shop soiled and unregistered, unable to repeat; £865.—38, Watford Way, Hendon Central, N.W.4, Hendon 2146. (C4007)

**KAR SALES OF SOUTH HARROW offer:—**

**1947** Singer 10 saloon, nice condition; £345.—50/56, Northolt Rd., South Harrow, Byron 5544. (C2056)

**£595** Singer SM 1500 saloon, 1951 model in pastel green with beige leather, 17,000 recorded miles and in very beautiful condition.

**CAMDEN MOTORS**, Leighton Buzzard, Beds, Tel. 3041. Open till 8 p.m. Write for catalogue. (C1035)

**1950** Singer 1500, excellent condition, engine recently overhauled; £525.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3, (Ham. 2254). (3642)

**1947** Singer 4-seater Roadster, immaculate red cellulose with red upholstery, excellent condition throughout, taxed year; £355.—Col. 7542. (3715)

**1951** (Nov.) Singer 9 roadster, green, trafficators, leather upholstery, 6,000 miles, as new; £525.—Hepworth, The Shieling, Sandiway Rd., Maidenhead. (3727)

**1938** Singer 9 Bantam saloon, in good condition throughout, 4 brand new Goodyear tyres, £175.—91, Garratt Lane, Wandsworth, S.W.18, Battersea 5770. (C3062)

**SM1500**, 1953 delivery, under 200 miles, immaculate, as new, showing worth-while savings.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11, Speedwell 001. (C4004)

**NAYLOR & ROOT**, 1950 Singer 1500 saloon, blue, beige hide, leather, low mileage, £585, written guarantee.—25, East Hill, Clapham Junction, S.W.11, Batt. 2252. (C3022)

**1939** Singer Bantam 9hp saloon, black, very sound, clean car; £210, exchanges, hire purchase.—B. & H. Motors, 146-4, High Rd., Whetstone (Pinchey), London, N.20, Tel. Hillside 6871-2. (C1020)

**MANCHESTER**, South Lancashire, North Cheshire; specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton, Tel. 4080, Deansgate, Manchester, Deansgate 4507. (0399/R)

**1952** (May) Singer 9 4AB sports roadster, black, 5,100 miles, leather upholstery, Windone horns, undersal, one owner, taxed Dec. £525.—Tel. Brighton 52563 eveninas. 35, Tandean Lane, Brighton. (3676)

**545** gns.—Singer 9, 1951 4AB sports roadster, grey, red leather, i.f.s., glass side screens, one very careful owner, genuine 7,300 miles, good tyres, practically new, taxed; terms, exchanges.—Rowland Smith, below.

**395** gns.—Singer Super 10, 1948 saloon, maroon, sliding head, radio, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

**195** gns.—Singer 9, 1939, sports roadster, red, red leather, radio, unworn spare, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

## Singer Cars Wanted

**R** ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**B. J. HUNTER, Ltd.** (the Singer dealers),

**URGENTLY** require good Singers.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. (W2040)

**SINGER** in good condition for cash.—Tel. Valentine 2098 or 4674. (W2018)

**SINGER** Roadster wanted, low mileage, best condition.—Osborne, 23, Selsey Rd., Donnington, Chichester, Sussex. (3680)

**Singer Cars Wanted**  
**H. F. EDWARDS** urgently require good Singer for immediate cash; distance no object.—Details please to: 28, Upper High St., Epsom, Surrey, Tel. Epsom 9400. (W2005)

**RECONDITIONED** units and spares.—Coulthurst & Grimshaw, Whalley New Rd. Blackburn. Tel. 48091-2. (7254)

**AUTOMENDERS, Ltd.**, are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13, Riverside 6496. (0754/R)

**GORDON CARS (LONDON), Ltd.**, the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11, Speedwell 4701-2. (0605/R)

## SPORTS CARS

**VINTAGE AUTOS**, 68, London Rd., Tooting. Tel.

**DON'T** come to us if you wish to purchase a post-war "modern" or pre-war "tread and butter" car. (We hate 'em.) But if you require a good thoroughbred vintage sports or Continental car we have the finest stock in the country. Always 60 cars for the enthusiast from £60 to £500. As our stock is constantly changing, by the time you read this advertisement most of the cars we would have advertised will have been sold. Kindly phone, write or call for the car you require. Immediate h.p. terms and insurance on any car. We are open till 9 p.m. in London 7 days per week.

**VINTAGE AUTOS**, 68 London Rd., Tooting. Tel. Mitcham 3951. (C4039)

## CHARACTER CARS.

**SPORTS and Vintage car specialists.**

**PLEASE** telephone for details of current stock.

**WELLESLEY COURT RD.** (George St.), E. Croydon. Croydon 2555. (C1044)

**MERCURY offer:—**

**£575**—B.M.W. 327/55 foursome drop head coupe, superb condition throughout, engine and suspension completely reconditioned, finished in red and black, beige leather upholstery, perfect plating, excellent tyres, twin Marshall head lamps, an excellent car in every way.

**£545**—B.M.W. 328 super sports 2-seater in white, blue hood and tonneau cover, road racing tyres, alloy wheels, S.U. carbs, Bertie mas. etc., a terrifically fast car in excellent condition, capable of 100 mph with superb road holding.

**W.M.G.**, Riley, Morgan, etc., at prices to suit all pockets.

**TERMS** or exchanges on any car with pleasure.

**HOURS** 9 a.m. to 7 p.m. Sundays 10 a.m. to 1 p.m.

**MERCURY MOTORS**, Universe House, 824-6, Harrow Rd., Wembley, Middx Wembley 6058-9. (3013)

## PERFORMANCE CARS.

**WINDMILL GARAGE**, Great West Rd., Brentford, Middlesex, Ealing 9841.

**ONLY** 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

**WEST END Show Hall**, 107, New Cavendish St., W.1, Museum 2221.

**PICK** your choice from the largest sports car show in Britain.

**COMPARE** all the different models, over 100 cars mainly marked with year and price.

**WRITTEN** guarantee; immediate h.p. and insurance; B.M.T.A. M.A.A., appointed R.A.C. and A.A.

**ALVIS** Silver Eagle 17hp saloon, 1937, £245; Alvis 1937 20 V.P. tourer, 1934, £265.

**ALFA-ROMEO** 2.3 s/c Castagna coupe, 1934, £345; Aston Martin 1 1/2-litre M. II tourer, 1935, £395.

**BENTLEY** 3-litre 1937 tourer, 1927, £195; Bentley 3-litre short chassis 2-seater, 1925, £345.

**BENTLEY** Speed Six 2-seater, over 4,000 spent, 1930, £545; Bentley 6 1/2-litre T. & M. sedan, £145.

**BENTLEY** 3-litre 1937 tourer, 1926, £175; Bentley 4 1/2-litre V.D.P. tourer, £265.

**CONNAUGHT** 2-litre competition 2-seater, 1949, £895; Citroen Light 15 1936, £265.

**DELAGE** D.6-70 Airline saloon, 1939, £395; Delage D.8 4-seater tourer, 1935, £125.

**FORD** V.8 model 78A, 1937, £195; Ford V.8 model 91A coupe, 1939, £295.

**JAGUAR** 2 1/2-litre sports saloon, 1937, £195; Jaguar 3 1/2-litre drop head foursome, 1939, £325.

**JAGUAR** 1 1/2-litre sports saloon, 1939, £225; Frazer Nash-B.M.W. type 40 cabriolet, 1937, £225.

**LAGONDA** 4 1/2-litre V.D.P. tourer, 1934, £265; Lagonda 4 1/2-litre sports saloon, 1934, £195.

**LAGONDA** Rapier 10hp d/h foursome, 1936, £225; Lagonda 2-litre tourer, 1930, £225.

**LAGONDA** 4 1/2-litre LQ45 d/h foursome, 1936, £395; 3-litre tourer, 1931, £145.

**MERCEDES-BENZ** 540K Type R cabriolet, 1938, £495; Mercedes-Benz 280 V cabriolet, 1937, £495.

**MOROAN** 4/4 2-seater drop head, 1939, £245; Morris 2-seater, 1936, £195.

**M**—See large selection under M.G. Column; try us for spares and repairs.

**RILEY** 12 Lyncx tourer, 1934, £195; Riley 1 1/2-litre Falcon saloon, 1935, £195.

**ROVER** 16 sports saloon, 1937, £195; Rover 14 drop head foursome, 1939, £295.

**ROLLS-ROYCE** 20 Sanderson & Holmes tourer, 1923, £195; R. 20 1929, £195.

**ROLLS-ROYCE** 20 chassis, working order, 1926, £85; Rolls-Royce Ph 1 saloon, 1928, £95.

**STUDEBAKER** 1930s saloon, 1939, £345; Standard 8 4-seater tourer, 1947, £545.

**STANDARD** 8 saloon, 1939, £185; Singer 9 Le Mans 4-seater, 1934, £145.

**TRIUMPH** 16 Dolomite saloon, 1938, £195; Talbot 105 T Le Mans tourer, 1934, £145.

**WHITTET** Special drop-head foursome, 1949, £395; Wolsey 18 saloon, 1937, £175.

**PERFORMANCE CARS** (C3041)

**£165**—Lea-Francis saloon, sports engine, the famous 12/40, with close ratio box; exchange open car.—45, Shirehall Park, N.W.3, Hendon 1646. (3569)

## SPORTS CARS

**B. & G. MOTORS offer:—**

**£185**—Riley 9 Lyncx open sports 4-seater, taxed, a really attractive car with knock-on wheels, etc.

**£185**—Aston Martin 1 1/2-litre International open 4-seater, green, 2 spares, excellent tyres, last car.

**£165**—Riley 14 Lyncx open sports 4-seater, black, quiet engine, delight to drive.

**£150**—Singer 9 Le Mans open 4-seater, red, 1935, fast and attractive car.

**£145**—Austin 7 Nippy open 2-seater, green, taxed; an unusually good example of this popular model.

**£110**—Wolsey Hornet 12hp open sports 2-seater, lovely appearance, excellent battery, fast and sporty.

**£110**—Riley 9 Ascot drop head coupe, taxed, in superb mechanical order.

**£105**—Wolsey Hornet open sports, fitted Riley 9 engine and gear box, goes like the immortal clappers, real he-man car, new battery, 5 almost new tyres, good all-weather equipment.

**£86**—M.G. 8hp open sports 2-seater, green, large chromium headlamps, goes well, looks well and is quite well thank you.

**£50**—Austin 6, saloon de luxe, blue, taxed, a very good little car, ideal for lady or anyone else come to that.

**EASY** hire purchase terms, many others.—B. & G. Motors, 61, Garsington Rd., Oxford, N.W.1, Gulliver 3578. (C1019)

**ROWLAND SMITH'S for Sports Cars.**

**545** gns.—Singer 9, 1951 4AB sports roadster, grey, red leather, i.f.s., glass side screens, one very careful owner, genuine 7,300 miles, good tyres, practically new, taxed; terms, exchanges.—Rowland Smith, below.

**545** gns.—Allard, 1949 sports 2-seater, black, blue leather, one careful owner, moderate mileage, unused spares, exceptional condition; terms, exchanges.—Rowland Smith, below.

**395** gns.—M.G. Midget, late 1947 11hp T.C. 2-seater, black, red leather, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

**325** gns.—Frazer Nash-B.M.W. 1937 model 1 1/2-litre type 40 super sports 2-seater, metallic green, grey leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

**275** gns.—M.G. Midget, 1937 10hp T 2-seater, British racing green, green leather, very good condition, unused spares, exceptional condition; terms, exchanges.—Rowland Smith, below.

**245** gns.—M.G. Midget, 1936 model 9hp P.B. 2-seater, black, red leather, Scintilla Vertex, very good condition; terms, exchanges.—Rowland Smith, below.

**225** gns.—Singer 9, late 1939 sports roadster, black, red leather, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

**125** gns.—B.S.A. Scout, 1935 (registered 1936) Series 2 10hp sports 2-seater, black, very good condition; choice of 3 Scouts; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**CHIPSTEAD MOTORS, Ltd.**, offer at sensible prices:

**ALVIS** Speed 25, genuine 1939 model foursome drop head coupe, recellulosed dual, blue, recovered new plastic hood, specimen.

**A.C.** 1936 model f.d.h., recellulosed maroon, new plastic hood, P.100 headlamps.

**B.M.W.** type 329 late 1939 streamlined competition 2-seater, heavy duty axle, late property of well-known racing driver, terrific performance.

**D** Perkins diesel engine, recently completely reconditioned at enormous cost, body recellulosed and re-chromed, etc., approximately 38,000 m.p.g.

**DELAGE** D6 70, 1936 model f.d.h. coupe, Cotal gearbox, beautiful car.

**FIAT** 500, genuine 1939 drop head coupe, radio, etc., red leather, exceptional; one other.

**HISPANO-SUIZA**, July 1936, very rare 51hp fitted with beautiful swept-back foursome drop head coupe, recellulosed completely from chassis onwards, showroom condition throughout, dual bronze, plastic hood.

**JAGUAR** 100 competition 2-seater, late 1939, 2 1/2-litre, Scintilla mag., luggage rack, etc., specimen.

**LAGONDA** 4 1/2, 1934 model sports 4-seater, reconditioned engine, new hood, black green leather.

**LAGONDA** LQ45, 1937 model pillarless sports saloon, immaculate condition, bills available for £241 overhaul, radio, Ace discs, bumpers, etc.

**MERCEDES-BENZ** supercharged 500K, reputed specially built for Caracciola 1938, fitted with most beautiful streamlined 2-seater fixed head roadster coupe body, reconditioned engine, etc., recellulosed, completely re-upholstered in fawn hide, new lining and mats, rechromed, without doubt one of the prettiest Mercedes in existence.

**M.G.** 15hp, late 1931 sports saloon, mint condition for age; £145.

**M.G. T.D.** 11hp Tickford drop head coupe, September 1935, many extras, specimen.

**ROLLS-ROYCE** 81hp 1937-8, fitted with most beautiful French 2-door close-coupled foursome coupe body, finished in black with light blue sides, natural hide upholstery, chassis and body reconditioned throughout, virtually as new.

**WE** are desirous of purchasing good quality English and Continental sports and touring cars.

**CHIPSTEAD MOTORS, Ltd.**, 157, Fulham Rd., Kensington, London, S.W.3, Faxman 0052/7255/7154. (C1046)

**MATHIS** 1929 2 1/2-litre sports 2-seater, vintage award winner V.S.C.C. Silverstone May 2nd, £160.—Isherwood, Hunstanton Hall, Norfolk. (3725)

**£150**—1934 M.G. 2-seater Type L, £90 overhaul (bills available) recently, taxed.—The Cottage, Downend, Horsley, Nr. Stroud, Glos. (3661)

**£165**—Riley 12 1/4 sports saloon, 1935, maroon leather, sliding roof, excellent runner, heater, twin spot lamps and many extras.—Below.

**£165**—Vauxhall 1936 special convertible by Martin Walter, Ace discs, magnificent appearance, car only had two owners and is as original.

**ALTON GARAGE (RAYSWATER), Ltd.**, 17-19, Brook Mews North Paddington, W.2, Pad. 3952. (C1067)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SPORTS CARS

**PERFORMANCE CARS** (West End Branch), 107, New Cavendish St., W.1 (Museum 8221), offer:—  
**A** LFA-ROMEO 2.5 s/c Castagna coupe, 1954, £345; Aston Martin 1½-litre Mark II tourer, 1955, £395; **A** LVIS Speed 20 V.D.P. tourer, 1954, £265; **A** LVIS Speed 20 V.D.P. saloon, 1954, £195.  
**B** ENTLEY 3-litre Barker tourer, 1927, £195; Bentley 6½-litre T. & M. sedan, £145.  
**B** ENTLEY 5-litre Red Label V.D.P. tourer, 1927, £225; Connaught 2-litre competition 2-str., 1949, £895.  
**L** AGONDA 4½-litre V.D.P. tourer, 1954, £265; Lagonda 4½-litre saloon, 1954, £195.  
**M** G—See large selection under M.G. column; try us for spares and repairs.  
**R** OLLS-ROYCE 20 o.d. saloon, 1927, £195; Rolls-Royce 20 Sanderson & Holmes tourer, 1925, £195.  
**S** TUDEBAKER President 50hp de luxe saloon, 1939, £1545; Standard 8 4-str. tourer, 1947, £345.  
**S** OLSLEY 18 saloon, 1937, £175; Triumph 16hp Donomite saloon, 1938, £195. (C3041/2)

**WEST LONDON MOTOR MART** offer a large selection of vehicles, all at low prices.

**1946** Austin tourer, 8hp, £175; Austin 10 cabriolet, £125; Austin 16 saloon, £115; Austin 7, choice of 4, from £55; 1955 Alvis Firefly drop head four-seater, £125; Alvis Speed 20, £125; Alvis 17, £95; 1937 Armstrong Siddeley 17hp sports saloon, £125; Armstrong Siddeley 12hp saloon, £95; 1929 Bentley Blue Label saloon, £95; 1939 Commer 14hp van, £75; Commer 10hp van, £45; 1955 Citroën 12hp saloon, £75; 1936 Ford 8hp saloon, £125; Ford 8hp saloon, £95; Ford 10, £125; 1934 Hillman 10 de luxe saloon, £125; Hillman 10 sports 2-seater, £75; 1930 Hotchkiss 5-litre saloon, £95; 1947 Jeep-Ford utility, £75; Lancia Diablino 16hp saloon, £95; 1935 Morris 16hp saloon, £65; 1934 Riley 9 saloon, £135; Riley 14hp saloon, £45; 1929 Rolls-Royce Phantom I limousine, £125; Rolls-Royce 44hp saloon, £125; Standard 8 saloon, £45; 1934 Singer 9 tourer, £115; Talbot 18 saloon, £45; 1934 Vauxhall 20hp drop head four-seater, £125; 1937 Wolseley 15hp saloon, £135; 1937 Wolseley 25hp saloon, £145; Wolseley 12 saloon, £75; 1935 M.G. Magnette saloon, £145; 1938 Pontiac 22hp saloon, £185; Rover 10 saloon, £95.

**IMMEDIATE** insurance and easy terms on all cars; part exchanges; vintage specialists.

**WEST LONDON MOTOR MART**, Ealing Rd., Great West Rd., Brentford, Middx. (C3041/2)

**SPEEDSTERS, Ltd.**—The best conditioned selection of sports cars in this country; offices at Old Stridies, Cross Oak Lane, Saltdale, Nr. Redhill, Surrey, Horley 628, until 9 p.m. (C3020)

**CHILDREN CARS** offer A.C., Alfa-Romeo, Alvis, Aston Martin, Bugatti, Frazer Nash-B.M.W., Lagonda, Mercedes-Benz, Riley, S.S.100, Turner and Volkswagens from stock, terms, part exchanges, 11a Water, Leighton Buzzard, Bedfordshire, Tel. 2060, (C1045)

**HILLMAN Aero Mix** sports 2.4-seater, £310; this car is in perfect condition and the performance is outstanding; scrupulously maintained, it is without doubt the best of its type available for sale; any test or inspection is invited—Apply A. J. Barnett, 814, 12 Kent Rd., London, S.E.15, New Cross 4966. (C3548)

**NASH-HEALEY 2½-seater** (8:1 compression ratio), July, 1951, 12,000 miles only, finished in champagne ivory with English red leather upholstery, equipped with overdrive, heater (air conditioning system), white wall tyres, left-hand drive, terrific performance, a very rare model, price £1,250—Nash Concessionaires, Ltd., Nash St., Albany St., N.W.1, Euston 5558. (C3691)

**JOHNSON & BROWN** offer 1934 Alvis Speed 20 tourer, £215; Buellati type 43A s/c 2-seater roadster, £250; Buellati type 50 supercharged roadster, £295; Bentley 3-litre short chassis 1925 drop head coupe, £295; Frazer Nash-B.M.W. type 328 2-seater, 1946 reg., £220; Lagonda 3-litre 1931 tourer, Alfa-Romeo 6C 2309R Pescara Super Leggers saloon by Turin, May, 1959; Hudson Straight 8 Carlton d.h.c., exceptional condition, 40,000 miles; £295—Ringers Rd., Bromley, Kent (20 minutes Victoria), Ravensbourne 6479 and 2322. (C3049)

## Sports Cars Wanted

**ROWLAND SMITH'S, The Car Buyers.**—Highest cash prices for sports cars.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**£400** cash for 8-litre Bentley short chassis drop head coupe.—Box 6947. (C2992)

**J. ASHFORD-FLEET** will always purchase all makes of sports cars.—52, Lake St., Leighton Buzzard, Tel. 214. (C3046)

**PERFORMANCE CARS** urgently require sports cars.—Great West Rd., Brentford, Middlesex, Ealing 6541, or—

**107, New Cavendish St., Great Portland St. W.1** Museum 8221. (W3041)

## Sports Cars Bought and Sold

**Automotive Services, Ltd.** are enthusiastic repairers, tuners and modifiers.—Automotors, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13, Riverside 6496. (0753/R)

## STANDARD 8

**GATEHOUSE** offer:—  
**1948** Standard 8, choice of two, black; from £315.—Gatehouse Motors, Ltd., Highgate Village, London, N.6, Mou. 4444. (C2021)

**SCOTT CARS** offer:—

**1949** Standard 8 saloon, perfect little car; £250.

**SCOTT CARS**, 347, Finchley Rd., London, N.W.3, Hamstead 2100/8676. (C3016)

**C.M.I. CAR SALES** (Pri. 6623) offer:—

**1946** Standard 8 drop head coupe, one owner, £500.

**THREE** months' guarantee; terms: list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

**GROSVENOR MOTORS (M.O.) Ltd.**

**1948** Standard 8 d.h. coupe, left-hand drive, black with brown leather, in immaculate condition; special bargain, £295—185, Oxford Rd., Tel. Ayl. 7000. (C3041)

## STANDARD 8

**1948** Standard 8 drop head coupe, excellent order, new hood, 3 months' guarantee; £325.  
**C. & W. MOTORS, Ltd.**, Queen's Head Garage, East End Rd., N.3, Finchley 6236 (3 lines). (C1061)

**1946** Standard 8 saloon, black, excellent condition; £350.—Odeon Motors Ltd., Barnet 4103. (C3028)

**1939** Standard 8 drop head coupe, new engine; £185; 3 months' guarantee; terms and exchanges.  
**JACK WILLIAMS MOTORS Ltd.**, 169, Priory Rd., Hornsey, Mountview 5226 and 3774. (C4054)

**1939** Flying Standard 8 saloon, guaranteed; £225, payments.—Oldfield, 366, Kensington High St., W.14, Wes. 6631. (C3029)

**TANKARD & SMITH, Ltd.** offer 1948 Standard 8 tourer, in excellent condition throughout; £295.—Below.

**TANKARD & SMITH, Ltd.**—1940 Standard 8 saloon, black blue upholstery; £240—97, Peckham Rd., London, S.E.15, Tel. Rodney 2051. (C4025)

**Standard 8 Cars Wanted**  
**ROWLAND SMITH'S, The Car Buyers.**—Highest cash prices for Standard 8.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

## STANDARD 12

**1937** Standard 12 recoupled, etc.; £225.—Below.

**1947** Standard 12 saloon, taxed year; £385.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). (C2050)

**1937** Standard 12, recoupled, etc. £225.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). (C2050)

**£435**—1948 Standard 12 de luxe saloon, immaculate bodywork, interior beautiful, choice two, three months' guarantee; hire purchase, exchanges.  
**L. AMBROS, Finchley Showrooms**, 421-423, High Road, Finchley, N.12, Finchley 6221 (East Finchley Underground). (C2052)

**1938** Standard Flying 12 de luxe saloon, guaranteed; £185.—Oldfield 366, Kensington High St., W.14, Wes. 6631. (C3029)

**£230**—1938 (Nov.) Standard Flying 12 de luxe saloon, grey, very clean condition; £80 down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6890. (C1054)

**1939** Standard 12 saloon, black, brown leather upholstery, a very clean car; £285, part exchange, terms arranged.—Kinas Autos, 725-727, High Rd., Seven Kings, Tel. Seven Kings 3536. (C2048)

**£145**—Standard Flying 12 1937 saloon, engine reconditioned throughout, 6,000 miles, in very good order, new tyres, new shock absorbers, sliding roof, two owners.—Lowe, 172, Coombe Lane, Malden, Surrey, Malden 5086. (C3561)

## STANDARD 14

**SCOTT CARS** offer:—

**1948** Standard 14 drop head coupe, perfect condition; £425.

**SCOTT CARS**, 347, Finchley Rd., London, N.W.3, Hampstead 2100/8676. (C4016)

**1948** Standard 14 utility, exceptional condition throughout; £450.—H. C. Paul, Ltd. 52, Bruton Place, W.1, Mayfair 0521-2. (C3040)

**STANDARD VANGUARD**

**CAR MART, Ltd.**

**1951** Standard Vanguard saloon, 13,000 miles, £625.—Car Mart Ltd., 150, Park Lane, W.1, Grosvenor 3431. (C1033)

**SCOTT CARS** offer:—

**1953** (May) Vanguard, new look, works mileage, heater, taxed; £695.

**SCOTT CARS**, 347, Finchley Rd., London, N.W.3, Hampstead 2100/8676. (C4016)

**TOM GARNER Ltd.**, offer

**1952** Standard Vanguard saloon, Comet blue with red upholstery, 2,000 miles only; £795.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester 2, Backtrials 3265-6-7. (C2020)

**H. A. SAUNDERS, Ltd.**, offer:—

**1952** Standard Vanguard saloon, black with fawn upholstery, heater, recorded mileage 13,500.

**£715**—812, High St., N.12, Hillside 0021. (C2027)

**KAR SALES OF EGHAM** offer:—

**1951** (December) Vanguard, 11,000 miles only, as new; £695.—High St., Egham 5131-2. (C2056A)

**GUY SALMON AUTOMOBILES** offer:—

**1950** Standard Vanguard estate car, 19,000 miles, used privately, immaculate condition; £665.

Portsmouth Rd., Thames Ditton, Esherbrook 581-2-5. (C2021)

**1953** Standard Vanguard Phase II saloon, 150 miles only.

**1953** model Standard Vanguard saloon, overdrive, heater, 2,800 miles; £776.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 3323-6. (C2028)

**1952** (July) Standard Vanguard estate car, comet blue, one owner, almost indistinguishable from new; £725.

**G. & C. MOTOR GARAGES, Ltd.**, Canning Rd., G. Wealdstone, Middlesex, Harrow 3432. (C3595)

**1950** Standard Vanguard saloon, comet blue, fitted heater, radio, leather upholstery, a recommended car; £375.

**FERRARIS, CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2, Oldstone 2234. (C2001)

## STANDARD VANGUARD

**1950** Standard Vanguard Estate car, 24,000 miles, one owner, fitted radio, heater; £625.—Anthony Crook Motors, Ltd., Caterham 2252. (C1063)

**1952** Standard Vanguard, carefully used; £680.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14, Tel. Western 2512. (C4019)

**ESTATE** car, November, 1949, one owner, good throughout; £485.—Richards & Carr, 35, Kimberion St., Wilton Place, London S.W.1, Sloane 5421. (C3045)

**NAYLOR & ROOT**, 1950 Standard Vanguard, grey, beige leather, attractive; £555, written guarantee.—25, East Hill, Clapham Junction, S.W.11, Batt. 2252. (C3022)

**JACK ROSE, Ltd.**, offer 1953 Phase II Vanguard saloon, in dark green, with heater, etc., one week old 200 miles only; accept £910.—Stafford Rd., Wallington, Surrey, Wallington 6777. (C3056)

**VANGUARD**, overdrive, heater, radio, 23,000, green/red upholstery, original condition, spare 17, unused regularly and meticulously serviced; £595.—Bartlett, 27a, Pembroke Villas, W.11. (C1013)

**£585**—1950 (October) Standard Vanguard, maroon, radio and heater, one owner, also another without radio; £555.—Vandervells, 215, Viceroy-street Hill, N.W.3, Primrose 4441. (C4037)

**1951** Vanguard, grey, radio, heater, leather, one owner, 12,000 miles; £645, trade and part exchange enquiries invited.—G. P. Morley, Ltd. 54, Streatham Hill, S.W.2, Tulse Hill 4498. (C5016)

**1952** Standard Vanguard Estate, low mileage, one owner, radio, heater, covers, leather, overdrive, regularly serviced by Standards; £295.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1, Tel. Sloane 5557. (C3006)

**695**—Standard Vanguard, 1952 model, saloon, Comet blue, blue upholstery, push-button radio, heater, one careful owner, small mileage, exceptional condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. (C4018)

## Standard Vanguard Cars Wanted

**PRIVATELY** owned Vanguard.—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2766. (W3037)

**STANDARD** Vanguard required, under 10,000 miles.—Cass's Motor Mart, Euston 4110 & 5523. (W1040)

**C. A. PETO, Ltd.**, 42, North Audley St., W.1, wish to purchase immediately late model Standard Vanguard; N.W.3, Primrose 4441. (W3045)

**ROWLAND SMITH'S, The Car Buyers.**—Highest cash prices for Standard Vanguard.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**£675** cash waiting for best Standard Vanguard de similar car offered.—54, Streatham Hill, S.W.2, Tulse Hill 2676. (W3016)

**WANTED.**—Vanguard saloons, in good condition.—Blue Star Garage, 63, Fortune Green Rd., West Hamstead, N.W.6, Ham. 2211. (W4031)

## STANDARD MISCELLANEOUS

**SALES**, service, spares.

**STANDARD** and Triumph distributors for Croydon, Surrey, Caterham, Epsom, Mitcham and Beckenham areas.

**CARS AUTO SALES, Ltd.**, Standard House, South End, Croydon, Tel. Cro. 0084-9. (0052/R)

## Standard Miscellaneous Cars Wanted

**THE CAR MART, Ltd.**, wish to purchase Standard cars.—150, Park Lane, W.1, Grosvenor 3431. (0975/R)

**ROWLAND SMITH'S, The Car Buyers.** Highest cash prices for Standard.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**STANDARD** in good condition for cash.—Tel. Valentin 2094 or 4674.

**WALTON GARAGE (STAFFORD), Ltd.**, will buy for cash.—Walton, Stafford, Milford 295. (0819/R)

**MARSTON MOTOR Co., Ltd.**, for your Standard.—Tel. Sta. 6009.—Seven Sisters Rd., Tottenham, N.13. (0181/R)

**KENT.**—H. F. Edwards urgently require good Standard for immediate cash; distance no object.—Details please to: 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. (W2003)

**WHY** accept less for your Standard 8 or Vanguard saloon when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2234. (W2009)

## Standard Spares and Service

**S & T**

**STANDARD & TRIUMPH SALES, Ltd.**—Service and spares for all models; manufacturers' largest stocks in Britain of spares and service exchanges.

assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8, Malda Vale 9114 (10 lines). (0166/R)

**KJ MOTORS, Ltd.** for spares, reconditioned units, fitting agents.—Brumley, Kent, Rav. 3434. (0567/R)

**STANDARD** spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 2, Tel. 24459. (0901/R)

**STANDARD** and Triumph spares.—Post your enquiries to: Northern Motor Co. (Distributors), Northcote Rd., Margate, Tel. Thanet 20425. (0945)

**STANDARD** spares, all models from 1938; replacement units; complete overhauls, reconditioning.—Pittcock, Ltd., Alexandra Terrace, Guildford, Tel. 5391. (0441)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Standard Spares and Service**  
STANDARD spares all models from 1954 by return of post, genuine factory replacement engines 1958 onwards, quote commission number when ordering.  
**WHITES GARAGE, Ltd.**, Standard and Triumph Distributors Grimsby. Tel. 5486. (0475/R)

**STANDARD** spares for all models; largest provincial stockists.—Hollingshead Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). (0359/R)

**LANKESTER RNO Co., Ltd.** (distributors in Surrey since 1911).—Full range of spares; phone write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 5151-4. (0286/R)

**FOR** the finest service available post your enquiries to Swain & Jones, Ltd., Distributors, Farnham, Surrey, for all Standard and Triumph spares from 1952 onwards; engines a speciality. (0195/R)

**SPIKINS (TWICKENHAM), Ltd.**, 83-101, Heath Rd., Twickenham Middlesex.—Standard spares service units and reconditioned engines; retail and trade, prompt postal service.—Tel. Popesgrove 1035-6-7. Telegrams: Spikins Twickenham. (0544/R)

**HALLS (FINCHLEY), Ltd.**, have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1959 onwards, guarantee three months; Gilring and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 9086/6. (0002/R)

## STEYR

**STEYR 1959** 8hp sunbeam saloon, reconditioned, economical, £250, wanted, Volkswagen.—10, Oakleigh Court, East Barnet. (0673)

## STUDEBAKER

**1939** Studebaker Commander saloon, good order, bargain, £260.  
**C & W MOTORS, Ltd.**, Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). (C1061)

**COMPLETE CAR SERVICE**—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Ful. 4505. (0151/R)

## SUNBEAM-TALBOT

**CAR MART, Ltd.**  
**1951** Sunbeam-Talbot 90 saloon, heater, 15,000 miles; £850.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. (C1039)

**WARWICK WRIGHT, Ltd.**, offer:—

**1952** Sunbeam-Talbot 90 convertible coupe, heater, blue, 6,000 miles; £1,125.

**1952** Sunbeam-Talbot 90 convertible coupe, heater, black, 18,000 miles; £1,095.

**1952** Sunbeam-Talbot 90 saloon, radio and heater, satin bronze, 7,000 miles; £1,075.

**1951** Sunbeam-Talbot 90 saloon, sun grey, 10,000 miles; £995.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. (C0405)

**CHARLES FOLLETT, Ltd.**, offer:—

**1952** Sunbeam-Talbot 90 sal., black, one owner, 2,100 miles only, loose covers, as new; £1,125. 18, Berkeley St., W.1. Mayfair 6266.

**OFFICIAL Lea-Francis Service Station—Barnside Yard, off Elgin Ave., W.9. Cunningham 59.** (C2010)

**GUY SALMON AUTOMOBILES, offer:—**

**1953** Sunbeam-Talbot 90 drop head coupe, metallic grey, red leather, 800 miles, as new; £1,235.

**1951** Sunbeam-Talbot 90 sports saloon, blue beige leather, genuine 18,000 miles from new, one very careful owner, radio and heater, in faultless condition throughout, £850.—Portsmouth Rd., Thame Ditton, Embrook 5551-2-3. (C4001)

**H. M. BENTLEY & PARTNERS, Ltd.**, offer:—

**1952** Sunbeam-Talbot saloon, 11,000 miles; £1,000.

**8** Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1018)

**1952** Series 8/Talbot 90 saloon, grey; £995.

**GORDON CARS (LONDON), Ltd.**, 373, Euston Rd., N.W.1. Eus. 6611. (C2028)

**BROOKLANDS**—Individuality, new and used cars.

**1952** Sunbeam-Talbot 90 saloon, 6,000 miles.

**103** New Bond St., London, W.1. Mayfair 8351-6. (C1029)

**1951** Sunbeam-Talbot 90 saloon, one owner, genuine low mileage, faultless, £675.

**RIPCO, Ltd.** (Sunbeams Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952-4. (C3052)

**10hp** Sunbeam-Talbot 4-door sports saloon, spotless, in silver grey; £375—45, Shirehall Park, N.W.4. Hendon 1648.

**1951** (Sept.) Sunbeam-Talbot 90 saloon, one owner, bronze finish, red interior, excellent condition, any trial, £850.

**RATCLIFFE'S (PURLEY WAY), Ltd.**, Purley Way, Croydon, Surrey. Tel. Croydon 3678-9. (C3710)

**1950** Sunbeam-Talbot 80, as new; £645.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). (C2050)

**1946-7** Sunbeam-Talbot saloon, guaranteed, £430, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. (C3029)

**£125**—Sunbeam Speed 20 saloon, 1954, black and grey, large luggage boot, Ace discs, two spares, good tyres, battery, bumpers.—Derrington, 159-161, London Rd., Kingston. Kingston 5621-2. (C1071)

**ROSE & YOUNG, Ltd.**, offer 1951 Sunbeam-Talbot 90 drop head coupe, immaculate condition, metallic green; £795—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. (C5057)

## SUNBEAM-TALBOT

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp sports saloon, 1959, in bronze with fawn leather, an attractive example, recent mechanical reconditioning, bills for £80 overhaul, etc.; £345.

**CAMDEN MOTORS**—Sunbeam-Talbot 90 saloon, late 1949, bronze, red leather, moderate mileage and in excellent mechanical order; £655.

**CAMDEN MOTORS**—Sunbeam-Talbot 90 drop head fourseater coupe, 1950, pastel green, condition almost as new in every respect; £695.

**CAMDEN MOTORS**—Sunbeam-Talbot 90 saloon, 1951, big engine model, green, fawn, built-in heater and seat covers, late property of local solicitor and J.P. bills, etc., available for regular servicing by distributors; £875.

**CAMDEN MOTORS**—Sunbeam-Talbot 90 drop head fourseater coupe, 1952, registered within the year, fitted radio, a very beautiful car; £895; also a 1952 saloon, only 7 months old.

**CAMDEN MOTORS**—Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

**1951** (July) Sunbeam-Talbot 90 saloon, metallic blue, fitted press-button radio, heater, nylon loose covers, spot light, overriders, taxed year, exceptional car, almost as new; £825.

**PHILIP H. JOHNSON, Ltd.**, M.O. Distributors, opposite G.P.O., King's Lynn. Tel. 2424. (3560)

**£777**—1951 Sunbeam-Talbot 90 sports saloon, magnificent bodywork, interior excellent and small mileage, bargain price; 3 months' guarantee; hire purchase, exchanges.

**LAMBS Finchley Showrooms**, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

**1947** Sunbeam-Talbot 2-litre saloon, black, good mechanical condition throughout, bodywork excellent, loose covers, de-froster, spare cylinder head, taxed year, one owner, £465—65, Swakeleys Drive, Ickenham, Uxbridge 5561. (3729)

## Sunbeam-Talbot Cars Wanted

**CAR MART, Ltd.**, wish to purchase Sunbeam-Talbot cars.—520, Euston Rd., N.W.1. Euston 1212. (0516/R)

**R. ROOTES, DISTRIBUTORS.**

**REQUIRE** modern low-mileage Sunbeam-Talbot cars.

**BIRMINGHAM**—Lower Temple St. (Central 8411).

**MANCHESTER**—129, Deansgate (Blackfriars 6677).

**MAIDSTONE**—(Maidstone 3333).

**CANTERBURY**—(Canterbury 3252).

**ROCHESTER**—(Chatham 2231).

**WROTHAM Heath** (Borough Green 4).

**ROOTES, Ltd.**, Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (0111/R)

**ROWLAND SMITH'S, The Car Buyers**—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**GUY SALMON AUTOMOBILES**

**PURCHASE** Sunbeam-Talbot.—Portsmouth Rd., Thames Ditton, Embrook 5551-2-3. (W4001)

**PHENIX MOTOR CO. (SURREY), Ltd.**, High St., Sutton, Surrey. Vigilant 1121. (W5044/R)

**SUNBEAM-TALBOT** 90 required, under 10,000 miles.—Cass's Motor Mart, Euston 4110 & 3523. (W1040)

**WALTON GARAGE (STAFFORD), Ltd.**, will buy for cash.—Walton, Stafford. Milford 293. (0857/R)

**RICHARDS & CARB** buy Sunbeam-Talbots.—35, Kinnerton St., Wilton Place, London, S.W.1. Spigane 5434. (W0405)

**£800**—£850 cash waiting for best Sunbeam-Talbot or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

**URGENTLY required**, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (1441)

**KENT**—H. F. Edwards urgently require good Sunbeam-Talbot for immediate cash; distance no object. Details please to: 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. (W2003)

**BIRMINGHAM** and Midlands.—Low-mileage Sunbeam-Talbot modern car required by George Heath, Ltd., 160-164, Newhall St., Birmingham and Lower Temple St., Birmingham, 2. (0089/R)

**CRIPPS** of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. (0465/R)

## TALBOT

**295**gns.—Talbot 10, 1958 sports saloon, black, sliding head, brown leather, Ace discs, good tyres, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

**265**gns.—Talbot 10, 1958 fourseater drop head coupe, grey, grey leather, very good condition, taxed; terms, exchanges, till open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**ROY'S offer**: 1958 Talbot 10 sports saloon, £285; 1956 Talbot limousine, £195; H.P. and exchanges.—Rois Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. (C3059)

**1938** Talbot 3-litre sports saloon, grey and grey leather, taxed year, excellent condition, engine recently overhauled by Talbot agents; £345.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C5011)

## Talbot Cars Wanted

**ROWLAND SMITH'S, The Car Buyers**—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Talbot Spares and Service

**SPECIALISTS** in repairs to pre-war Talbots.—Hewitt and Gossden, Ltd., 289, London Rd., Croydon, The. 2022. (0806/R)

**JOHN BLAND** for Talbot, new water manifolds and pump, in stock.—27, Southfields Rd., S.W.15. Vandyke 1612. (0996/R)

**LARGE** stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. (0864/R)

## TRIUMPH

**CAR MART, Ltd.**  
**1952** Triumph Mayflower saloon, heater, 10,000 miles; £595.

**1949** Triumph 2000 Roadster, 8,000 miles; £695.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (C1039)

**RAYMOND WAY.**  
**RAYMOND WAY OF Kilburn.**

**RAYMOND WAY**, the hire purchase specialists.

**1939** Triumph Dolomite 1½-litre sports saloon, of well-known sportsman, maintained regardless of cost, £295.

**HIRE** purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. R. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yds). (C4047)

**TOM GARNER, Ltd.**, offer:—

**1949** Triumph 2600 razor-edge saloon, black with beige upholstery, 25,000 miles; £695.

**1951** Triumph 2-litre Renown saloon, maroon with beige upholstery, heater, overdrive, 6,000 miles only; £955.

**1953** Triumph 2-litre Renown saloon, gunmetal with grey leather, heater, radio, 200 miles only; £1,295.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

**TAYLOR & CRAWLEY offer:—**

**1949** Triumph 2000 Roadster, very low mileage, beautiful in every way; £675.

**1950** Triumph Renown, radio, heater, one owner, immaculate; £725.

**48** Kensington Court, W.8. Western 6015. (C4036)

**COOMBS, Ltd.**, Willenden 4669.

**1948** Roadster 1800, in black with new hood, fitted radio, and heater and in fine order throughout; £545, or insured h.p. terms, part exchanges cars or motor cycles, we close at 7.30 p.m.; write, call or telephone.—Strombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. (C4017)

**PHILIP RICKARDS, Ltd.**, offer:—

**1952** Triumph Mayflower saloon, grey, 5,000 miles; part exchange, deferred terms; £525, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C3051)

**WARWICK WRIGHT, Ltd.**, offer:—

**1952** Triumph Mayflower saloon, heater, blue, 5,000 miles; £595.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. (C4045)

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—

**1940** Triumph Dolomite drop head coupe, colour black, recently repainted; £255.

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

**1950** (Nov.) Triumph Renown, one owner, maroon, heater, wireless, covers, excellent condition; £725.—Potter Bar 4552. (3544)

**1949** Triumph 2000 Roadster, grey; £630.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. (C4019)

**1952** Mayflower sal., green/beige leather, heater, 6,000 miles, as new; £625.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. (C3043)

**1950** Triumph Renown, grey with grey upholstery, excellent condition.—E.F.S. Motors, Kingston-BY-Pass, Esher. Tel. Embrook 3000. (C2004)

**NAYLOR & ROOT**—1949 Triumph Renown saloon, blue grey, heater, very attractive; £675; written guarantee—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3022)

**1951** Triumph Renown, immaculate condition throughout, 18,000 miles only, taxed; £775.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2.

**ROY'S offer**: 1959 Triumph 1½ sports drop head four-seater, H.P. and exchanges.—Rois Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. (C3059)

**£795**—Triumph 2000 Renown saloon, 1951 model, fitted heater, etc., a one owner car of beautiful appearance and in most outstanding mechanical order, guaranteed in writing.

**£595**—Triumph 2000 Roadster, 1949, in bronze with very attractive leather upholstery to match, fitted passenger twin wing mirrors, wind-screen, heater, etc., excellent tyres and in outstanding mechanical order.

**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## TRIUMPH

ROSE & YOUNG, Ltd., offer: 1951 Triumph Renown saloon, low mileage, immaculate condition throughout, metallic silver, £785—65-69, Strentham Ave. Strentham Hill, S.W.2 (1 minute Strentham Hill Station), Tulsa Hill 6464. (C3057)

WALTER SCOTT, Ltd.—1951 (Sept.) Triumph Renown, grey/grey leather, heater, speedometer, 11,000 miles, meticulously maintained by one owner, quite indistinguishable from new car costing £1,511; £825, taxed December—39, College Crescent, Hampstead, N.W.3 (Kiss Cottage Subway, Pri. 5914). (C4006)

## Triumph Cars Wanted

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. (0974/R)

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

GUY BALLON AUTOMOBILES  
PURCHASE Triumph.—Portsmouth Rd., Thames Ditton, Emsbrook 551-2-3. (W4001)

SLOCUMBER, Ltd. Willenden 4869.  
WE wish to purchase clean and genuine Triumph cars—35-52, Dudden Hill Lane, N.W.10. (W4017)

1950-52 Mayflower urgently required.—Wavlo 2643. (W2057)

TRIUMPH in good condition for cash.—Tel. Valentine 2098 or 4674. (W2018)

TRIUMPH required, under 10,000 miles.—Cass's Motor Mart, Euston 4110 & 3523. (W1040)

PRIVATELY OWNED Renown—5, Brae Court, Kingstons Hill, Surrey Tulsa Hill 7768. (W2037)

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. (0858/R)

MARSTON MOTOR CO., Ltd., for your Triumph.—N.15. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham. (0182/R)

PERFORMANCE CARS urgently require Triumphs.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—107, New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)

£850 cash waiting for best Triumph or similar car offered.—54, Streatham Hill, S.W.2 Tulsa Hill 2576. (W3016)

H. F. EDWARDS urgently require good Triumph for immediate cash; distance no object.—Details please to: 28 Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2003)

KENT.—H. F. Edwards urgently require good Triumph for immediate cash; distance no object.—Details please to: 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. (W2003)

## Triumph Spares and Service

S&T  
STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbley Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). (0397/R)

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7735. (0143/R)

STANDARD and Triumph spares and service replacement units.—W. T. Richards (Bexleyheath), Ltd. 74-78, Broadway, Bexleyheath, Tel. 1666-7. (0499)

TRIUMPH spares for all post-war models, largest provincial stockists.—Hollingsrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). (0355/R)

## UTILITY CARS

JACK STONE & SON offer:—

1950 Vanguard 5-seater, metal body; 1950 Vanguard estate car; 1949 Ford V.8 7-seater; 1946 Hillman 10 5-seater, metal body; 1946 Bedford 5-seater, metal body; wooden utility bodies built to your own specifications, £135; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery, write for up-to-date list—221, Upper Richmond Rd., Putney 1054-5, 2276-7. (C4021)

ROWLAND SMITH'S for Utility Cars.

425 gns.—Jowett Bradford, November 1951 utility de luxe, Catalina tan, chromium plated, fittings, glass side windows, one careful owner, 13,000 miles, good tyres, exceptional condition, taxed, cost £725; terms, exchanges.—Rowland Smith, below.

325 gns.—Vauxhall 14, 1939 4-door 4-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

165 gns.—Jeep (Ford) registered August 1948 coach-built utility maroon, bench seat, drop tailboard, spare wheel, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

W. J. BROWN, Ltd., used Ford specialists.

1951 (May) Martin Walter 8hp Ford Utlecon, beige, 25,000 miles, one owner, taxed year 12 beautiful condition. £415. (W4019/R)

W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. (C1023)

FIRST registered 1946 Humber 4-door Utility, excellent condition; £255.—Below:—

UNREGISTERED Jeep fitted attractive metal body; £165.—Jacquier, Ltd., 225-7, Hammersmith Rd. W.6. Riverside 6877-8. (C2043)

## UTILITY CARS

1952 Bradford de luxe Utility, 3,000 miles, one owner, as new; £535.—Below.

1952 Bradford Utility, one owner, 9,000 miles; £490. (C1050)

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (C4053)

£150 deposit.—1948 Hillman Minx estate car, immaculate; or £450 cash; any part exchange.—Enfield 4696. (C3695)

1951 Austin Hereford utility; £695.—Clayton's Cars (London), Ltd., 357, Euston Rd., London N.W.1. Tel. Euston 3228 (5 lines). (C1050)

LEA-FRANCIS Utility, 1957, own body on Lea-Francis chassis, £550 or near offer.—Seen at Merrow Service Station, Guildford, Tel. 61314. (C3555)

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow, Tel. 6245-6. (0621/R)

ALVIS Firebird shooting brake, painted grey, excellent condition, ideal all-purpose vehicle; £250.—Tel. Cranworth 0460 (day) or Landon 2515. (C3656)

1948 Bedford Utlecon, 7 seats, fitted heater, windscreen wiper, 12hp; £390—66, Suncoke Ave., Dunstable. (C304)

1949 Bradford utility, a very sound vehicle; £295.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. (C4019)

HILLMAN Utility (December 1947), unusually clean throughout, taxed, £455.—Bruce France, 8a, Cromwell Mews, South Kensington, Fiaman 5135. (C2014)

£398.—Austin 8 1947 Special Martin Walter utility 4-6-seater, fully concealed seating, excellent tyres small mileage, very attractive; many others, BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Tel. 5066-7. (50 yds. Holland Park Tube), J. Exchange, N.P. (C1017)

STANDARD utility, 12hp 10cwt service model, overhauled, repainted, good tyres, excellent value; £275.—G. Scammell & Nephew, Ltd., Fashion St., London, E.1. (C3697)

1953 Rolls-Royce 25hp, fitted new estate shooting brake, lavishly finished; offers invited around £1,050.—Frank Dale, 27, Hereford Sq., S.W.7. (C1067)

1950 Morris 8 Utility, one owner, £550; also 1941 Ford V.8 22hp 4-door Utility, absolute bargain £250!—A.Z. Motors, Palmerston Rd., N.W.5. Mai. 4725. (C1011)

ROY'S offer: Two good utilities, 1940 Austin 8 £135, 1937 Ford 8 £115, H.P. and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. (C3059)

LARGE 14hp Commer shooting brake, seat 10, economical in operation, splendid offer, £295.—View Lawton-Goodman, 135, Crickwood Broadway, N.W.2. Gladstone 2226. (C2022)

1951 Austin A70 Countryman, fitted standard Austin wood body, one owner, literally as new. £750.—Peter Buncock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. (C1014)

£425.—Hillman Phase II Minx estate car, 1948, 4-door model with leather seating, steering column gearchange, an excellent specimen of this desirable series, carefully used, moderate mileage.

£645.—Standard Vanguard estate car, 1950 model, in metallic grey with rich red leather upholstery throughout, press-button built-in H.M.V. Radiomobile of magnificent tone, built-in heater, etc., a most outstanding specimen.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2401, Open till 8 p.m. Write for catalogue. (C1035)

1949 Jowett Bradford de luxe utility, beige, exceptional condition throughout, any inspection; 3 months' guarantee; £345.—Triumph Cars, Ltd., Jowett Area Dealers 84, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (C4054)

HUMBER 1948 reg station wagon, repainted, well shod, 2/4-wheel-drive, ideal for towing caravan £380, Hudson coachbuilt station wagon, very smart and economical vehicle, asp. £115; seen week-ends.—300, Westwood Lane, Blackfen, Sidcup. (C3695)

1950 (May) Humber Super Snipe utility (factory built) 8/9-seater, 4 doors, radio, extras, 21,000 miles, five oversize tyres like new; direct from original owner, listed £1,600; price £795.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2. Fin. 9958-55 (junction North Circular cross-road). (C551a)

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WHY accept less for your utility or estate car when you get its full market value from FERRIS of Crickwood, 200-220, Crickwood Broadway, N.W.2. Gladstone 2234. (W2003)

VAUXHALL 10

VAUXHALL 10, grey, red leather, reconditioned engine, perfect; £395.

MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common, Battersea 5373. (C3005)

£285.—1958-9 Vauxhall 10 4-door de luxe saloon, excellent condition.—G.P. (Bulham), Ltd., 20, Bulham Hill, S.W.12 (100 yards Clapham South Tube), Batt. 1107-3-9. (C2024)

Vauxhall 10 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhall 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

VAUXHALL 12

1939 Vauxhall 12; £295.—St. Albans 2050. (C2012)

1939 Vauxhall 12, excellent condition; £295; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd. Morney, Mountview 5229 and 5774. (C4054)

## VAUXHALL 12

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1947 Vauxhall 12 saloon, leather upholstery, radio and heater, mechanically faultless, taxed December; 359gns.

HIRE purchase terms on the spot with no references. No formalities or guarantors, part exchange on your present motor cycle or car, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.8. R. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

1939 Vauxhall 12 saloon, taxed, excellent, guaranteed £200; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. (C4059)

£465.—Beautiful black 1948 Vauxhall 12 saloon, one meticulous owner.—Northern Motors of Harrow, 186-194, Finer Rd., Harrow 4444 (3 lines). (C3023)

1948 Vauxhall 12 saloon, one owner, reconditioned, well maintained throughout; £425.—C. A. Petro, Ltd., 42, North Audley St., W.1. May. 5851. (C5048)

## VAUXHALL 14

ALLAN TAYLOR MOTORS, Ltd., offer:—

1938 Vauxhall 14hp saloon; £225.

HIGH ST., Wandsworth S.W.18 Tel. Vandyke 4459 (5 lines). (C3148)

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

1939 Vauxhall J-type saloon, black with brown leather upholstery, fitted radio, in really good condition throughout; £385. (C1001)

1947 Vauxhall 14 saloon, J type, blue, brown leather upholstery; £450.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col 8082. (C3004)

VAUXHALL 14hp, 1957, excellent condition, good appearance, any time, £225 or near offer.—Call after 5.30 p.m. 24 Pittdown Rd., South Oxhey Herts. (C3753)

ROY'S offer: 1958 Vauxhall 14 touring saloon, reconditioned engine, excellent value and condition, £235, H.P. and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. (C3059)

325 gns.—Vauxhall 14, 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

£245.—Magnificent condition Vauxhall 14 de luxe saloon, 1958 model but bodywork in magnificent condition, interior leather original and outstanding, you must see this vehicle and compare with others offered; 3 months' guarantee; hire purchase, exchanges.

AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2057)

VAUXHALL WYVERN & VELOX

B. J. HUNTER, Ltd., offer:—

1949 Vauxhall Velox saloon, fitted radio, heater, one owner since new; £550.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6305. (C2046)

H. A. SAUNDERS, Ltd., offer:—

1951 Vauxhall Velox saloon, new type body, black with brown upholstery, recorded mileage 19,600; £775.

1951 Vauxhall Velox saloon, black with brown upholstery, heater, recorded mileage 23,200; £635.

836.—642, High Rd., N.12. Hillside 0024. (C2027)

KAR SALES OF EGHAM offer:—

1949 Velox, radio, heater, excellent condition throughout, £545.—High Street, Egham 3151-2. (C2059a)

CLANFIELD LAWRENCE offer:—

1950 Vauxhall Wyvern saloon, black with brown leather, one owner, many extras, exceptional throughout; £575.—407, High Rd., N.12. Finchley 0091. (C2055)

1951 Vauxhall Velox, finished black, low mileage, choice of two.

BLINGTON MOTOR CO., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. (1037)

1951 Vauxhall Velox, heater, 19,000 miles, perfect condition; £650.—Harris, 26, The Windings, Sanderstead. Tel. 3782. (C3642)

1950 Vauxhall Velox saloon, excellent condition throughout; £550.—See also our advert. on page 41.

PARSONS & PARSONS (GARAGE), Ltd., Potter St., Marlow. Potter St. 121. (C3053)

£695.—1951 Vauxhall Velox green green upholstery, recorded mileage 12,000, fitted heater, loose covers.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1077)

1949 Wyvern, heater, mist green excellent condition; £515.—Jack Pogner (Autos) 595, Hendon Way, N.W.4. Hendon 1423-4. (C3068)

1952 Vauxhall Velox 14hp, grey with grey interior, nominal mileage, excellent condition; £505. Robbins, East Putney, Tel. 4581. (C3010)

1949 Vauxhall Velox, perfect condition colour grey; £525.—Broadway Motor Co., 4-15 Russell Rd., Wimbledon S.W.19. Liberty 2434. (C4053)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## VAUXHALL WYVERN &amp; VELOX

**NAYLOR & ROOT**—1950 Vauxhall Wyvern, black/brown hide, attractive and economical; £565, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022]

**£535**—1950 Velox Vauxhall de luxe, radio, heater, immaculate, low mileage.—G.P. (Balham) Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107-6-9. [C2024]

**1949** Vauxhall Velox, radio, heater, taxed year, splendid condition throughout and ready for immediate use. £485.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3491-2. [C3046]

**PRIDE & CLARKE, Ltd.**—1950 Vauxhall Wyvern saloons, blue/brown or green/brown leather, low mileage, heater. £569, 1949, black/brown leather, one owner, £499, three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9, Brixton 6251. [C3046]

**1949** (March) Vauxhall Velox saloon, finished black and chromium with brown upholstery and fitted with radio and heater; a quite immaculate and outstanding example, thoroughly recommended, with written guarantee, £529, terms, exchanges.—R. F. Edwards, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [C2059]

## VAUXHALL 25

**1939** Vauxhall 25 saloon exceptional condition.—Autowork, Ltd., Winchester. Tel. 4634. [C1010]

**LIMOUSINE**, 1939 25hp, Grosvenor, partitioned, forward occasional, black, exceptional throughout, bargain value.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

## VAUXHALL MISCELLANEOUS

**SHAW & KILBURN, Ltd.**, for Vauxhalls.

It is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6 Berkeley Sq., W.1. Grosvenor 4528 [0017/R]

**HAMILTON MOTORS (LONDON), Ltd.**, 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 mins.) Vauxhall main dealers.

**\*1946** Vauxhall 14J, black, brown leather, H.M.L. recent reconditioned engine, new tyres, regularly reserved by us, in good mechanical condition.

**\*1950** Vauxhall Velox, completely resprayed, black, red leather upholstery, mechanically sound.

**\*1950** Vauxhall Wyvern, green, fitted, radio, heater and seat covers, one owner, car of moderate mileage, supplied by H.M.L. new and regularly maintained by us to date.

\*The above cars are under the bonus Vauxhall scheme; i.e., bonus H.M.L. rebuilt engine within two years or 40,000 miles.

**ALWAYS** a good selection of used Vauxhalls in stock.

**A.H.M.L.** will purchase for cash all Vauxhalls cars, including latest models. [C2032]

**VAUXHALL** and other makes of used cars in good condition; let us know of your requirements. Tel. Oxbridge 757—Gregory's of Oxbridge. [0039/R]

**GRAHAM BROTHERS (MOTORS), Ltd.**, main dealers, 7-15, Peter St., Manchester, 2 (Bla. 967), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0285/R]

## Vauxhall Miscellaneous Cars Wanted

**C.M.** THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 5454. [0975/R]

**SHAW & KILBURN, Ltd.**, Vauxhall main dealers

**WILL** purchase modern Vauxhall cars.

4-6 Berkeley Sq., W.1. Grosvenor 4528 [0016/R]

**R.** ROWLAND SMITH'S, The Car Buyers, Highest cash prices for Vauxhalls.—Hamstead (Tube), N.W.5, Ham. 6041. [W4018/R]

**REALLY** good second-hand Vauxhall required.—Cobb, 30, Harley House, N.W.1. [W1086]

**PRIVATELY** owned Vauxhall—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

**VAUXHALL** in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018]

**VAUXHALL** required under 10,000 miles.—Case's Motor Mart, Euston 4110 & 3523. [W1040]

**WALTON GARAGE (STAFFORD), Ltd.**, will buy for cash.—Walton, Stafford. Milford 293. [0859/R]

**£800** cash waiting for best Vauxhall or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

**REQUIRED** immediately, good Vauxhall up to 14hp.—Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000]

**ARLINGTON MOTOR CO. Ltd.**, main dealers, will purchase post-war Vauxhalls.—Tel. Waltham Cross 2760. [0612/R]

**7-SEATER** private 1937 6/39 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

**MODERN** low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earls Court Rd., S.W.5. Fro. 0063. [0479/R]

**H. F. EDWARDS** urgently require good Vauxhall for immediate cash; distance no object.—Details please to 28 Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2005]

## Vauxhall Miscellaneous Cars Wanted

**URGENTLY** required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.) Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2052/R]

## Vauxhall Spares and Service

**C.A.C.**

**CROYDON AUTOMOBILE COMPANY, Ltd.**

**VAUXHALL-BEDFORD** rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at Bedford House, 590-592, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R]

**BROADWAY MOTOR CO.**

**WE** specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

**GEAR** boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.

**BROADWAY MOTOR CO.**, 3-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368, Grams: Autopare Wimbale London. [0635/R]

**KJ MOTORS, Ltd.**, for spares, accessories, exchange units.—Bromley, Kent. Rav. 3456. [0395/R]

**VAUXHALL** guaranteed service units, delivery ex-stock all models from 1933 near boxes, diff., suspension units.—O. E. Neville & Son, Ltd., Mansfield. Tel. 562. [1604]

**GEARS**, parts, reconditioned guaranteed gear boxes, suspensions, shock absorbers, repairs, trade discount.—10, Winchester Mews, N.W.3. Prim. 2547. [0900]

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## VETERAN CARS

**WELHAM, Veteran Car Specialists**, Surbiton Hill Rd., Surbiton. Elmridge 1875.—Buy and sell pre-1914. [0201/R]

## VOLKSWAGEN

**COLBORNE GARAGE, Ltd.**, Ripley, Surrey.

**THE Volkswagen People**, official main dealers; all spares and fully specialised service, coachbuilding and painting on premises.—Tel. Ripley 2361. [0573/R]

**RICHARDS & CARR** have choice of 2 good condition Volkswagens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045]

## Volkswagen Cars Wanted

**VOLKSWAGEN** wanted for cash.—Valentine 2098 or 4674. [W2018]

**VOLKSWAGEN** required.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045]

**V & F MONACO MOTORS**—The Volkswagen buyers.—3a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0300/R]

## Volkswagen Spares and Service

**MOONS MOTORS, Ltd.**, at their Davies Street (Mayfair 2351) and Dorset House (Weilbeck 7290) branches have factory trained mechanics, and offer you full service with repair and parts facilities. [0855/R]

**Willys-Overland Spares and Service**

**JACK OLDING & Co., Ltd.**, Willys-Overland Distributors for the United Kingdom, Audley House, North Audley St., W.1. Mayfair 5242. [S9030/R]

## WOLSELEY

**E.** EUSTACE WATKINS, Ltd., the sole London distributors.

**1952** Wolseley 6/80 saloon, black, 10,000 miles, radio, loose covers, one owner.

**1950** 6/80 saloon, black, 15,000 miles, in excellent condition; also another in moonstone grey.

**EUSTACE WATKINS, Ltd.**, 12, Berkeley St., W.1 (Mayfair 5651), and 12, Chelsea Manor St., S.W.5 (Fleming 8181). [C4046]

**ELITE MOTORS** offer:—

**1937** Wolseley 14-50 saloon de Ville, one owner, 5,000 miles only since extensive overhaul, faultless throughout. £395.

**ELITE MOTORS**, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005]

**H. DEART & Co. Ltd.**, offer:

**1939** model 14/60 saloon, finished in black with brown upholstery, in outstanding condition throughout. £365.

**1950** (Sept.) 6/80 saloon, very low mileage; the property of one owner since new and outstanding value at £665.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081]

**H. A. SAUNDERS, Ltd.**, offer:—

**1952** Wolseley 6/80 saloon, black with brown upholstery, heater, recorded mileage 7,500. £275.

**836**—842, High Rd., N.12. Hillside 6924. [C2027]

**KAR SALES OF EGHAM** offer:—

**1948** Wolseley 18, second engine, remarkable condition; £465.—High St., Egham S131-2. [2056A]

**MERES & MERES, Ltd.** (Est. 1893), offer:—

**1936** Wolseley Wasp 10hp sliding head 4-door saloon, black, brown pneumatic upholstery, Easyclean wheels, nice condition. £195.—The Broadway, Mill Hill N.W.7. Tel. Mill. 2040. [C3012]

**1934** Wolseley Hornet saloon, excellent runner, good tyres. £67/10.

**X** SERVICE STATION, Kingston Vale, S.W.15. Kin. 8355. [C4060]

## WOLSELEY

**£175**—1937 Wolseley 14 saloon, clean car; terms.—Autonips, 5, Balham High Rd., Balham 1509. [C1009]

**1939** model Wolseley 18hp saloon, in exceptional condition throughout, black/brown leather. £300.

**COLE'S GARAGES**, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1054]

**BEARTS**, of Kingston, Wolseley distributors.—Sales, spares and repairs.—108, London Rd., Kingston. Tel. 3348. [0083/R]

**1936** Wolseley 14 sal., in very good condition; £140.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062]

**1951** Wolseley 6/80, radio, heater, excellent condition.—E.F.S. Motors, Kingston-By-Pass, Esher. Tel. Emberbrook 3000. [C2004]

**CASS'S MOTOR MART**—1939 Wolseley 14/60 saloon, black, 32,000 miles, one owner, written guarantee.—5, Warren St., W.1. Euston 5523. [C1040]

**ROYS** offer:—1939 Wolseley 14 saloon, good; £295; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059]

**£175**—1936 Wolseley 14 saloon de luxe, easy-clean wheel model, good clean condition for its age, 5 months' guarantee; hire purchase, exchanges, AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2054]

**1936** Wolseley 21 saloon, excellent caravanning car; £215.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western. [C4019]

**1947** Wolseley 18 saloon, black with brown leather, reconditioned engine, as new; £450.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Stn. Tube.) [C2050]

**1950** (May) Wolseley 4/50, maroon, one owner, 11,000 miles, immaculate condition; any trial or expert examination. £695.—62, Hall Lane, Westminster. 3377. [15728]

**1950** (June) Wolseley 4/50 saloon, grey, one owner, superb condition, £295, exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4055]

**495** gns.—Wolseley 14/60, October 1946 saloon, dark green, sliding head, brown leather, one owner, reconditioned engine, excellent condition; terms, exchanges.—Rowland Smith, below.

**245** gns.—Wolseley Super 6, 1936 16hp de luxe saloon, blue, sliding head, blue leather, recent £80 overhaul, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**WOLSELEY** 12, 1938, heater and demister, 14,000 miles on new engine, one owner, perfect running condition, any test, £350.—31, Parkside Gardens, S.W.19. (Wim. 0950.) [3675]

**1937** Wolseley 25 saloon, in really exceptional condition throughout, £290 spent this year, £225.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

**£365**—1939 Wolseley 25 drop head foursome coupe, in truly magnificent condition throughout, a very rare body style, £130 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**ARCHIE SIMONS & Co., Ltd.**—1950 (Aug.) Wolseley 6/80 saloon, colour black, brown hide upholstery, speedometer reading 14,000 miles, spare unused, one meticulous owner since new, whole car virtually as new; £695.

**1939** Wolseley 12 saloon, colour black, brown hide upholstery, reconditioned engine recently fitted, an exceptional car in post-war condition throughout; £395.—94, Gt. Portland St., W.1. Lan. 1345. [C4013]

**1947** Wolseley 10-4 saloon, black, taxed year, just fitted with works engine; this car has been maintained in our own workshops since new; £425.—R. Holsworth, Ltd., Old Kent Rd. Railway Station, S.E.15. New Cross 0622. [3591]

**JACK ROSE, Ltd.**, Wolseley agents and stockists, offer 1952 Wolseley 4/50 saloon in silver grey, positively unmarked inside and out, mileage 8,000; accept £295; new 6/80 models in stock; any car in exchange.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

**LIMOUSINE**, 1950 25hp, partition, forward occasional, black, mileage 4,000, new condition, immaculate, bargain value, selection low cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

## Wolseley 4/50 Cars Wanted

**C.M.** THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifties cars.—320, Euston Rd., N.W.1. Eus. 1212. [0781/R]

**PRIVATELY** owned Wolseley.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2738. [W2037]

**R. J. W. LAND SMITH'S**, the Car Buyers.—Highest cash prices for Wolseley 4/50.—Hamstead (Tube), N.W.5. Ham. 6041. [W4018/R]

**WANTED**, 1939 or 1946-7 Wolseley 8hp in good condition.—Tel. Croydon 4709, or write E. Leas, 99, Tamworth Rd., Croydon, Surrey. [3550]

## Wolseley 6/80 Cars Wanted

**C.M.** THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighties cars.—150, Park Lane, W.1. Gros. 3194. [0972/R]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

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**R** ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**GUY SALMON AUTOMOBILES**  
**P**URCHASE Wolseley—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [W4001/R]  
**W**ALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 295. [0640/R]  
**B**LAKES Wolseley distributors, will purchase any Wolseley car.—110, Bold St., Liverpool 1. Tel. Royal 6622. [7757/R]  
**7** PASSENGER 1939-1948 private Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006/R]

**WOLSELEY SPARES AND SERVICE**  
**W**OLSELEY spares and repairs.—Ramsey Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R]  
**B**ARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0923/R]  
**E**USTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R]  
**R**. HARDY & SON, 55, Marylebone High St., W.1. Wolbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0516/R]

**MISCELLANEOUS CARS**  
**R**AYMOND WAY.  
**R**AYMOND WAY, the hire purchase specialists.  
**H**ERE are five cast-iron reasons why everybody's going to KILBURN WAY:—

1. 200 used cars under £400 always available.
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**MISCELLANEOUS CARS**  
**R**OBINS, 98, Upper Richmond Rd., Putney; always sell good cars; send for list; established 30 years. [C5010/R]

**WEST LONDON MOTOR MART** offer a large selection of vehicles, mostly under £150, deposit from £25; immediate hire-purchase and insurance facilities.  
**WEST LONDON MOTOR MART**, Ealing Rd., Great West Rd., Brentford, Middx. [C5041/R]

**Miscellaneous Cars Wanted**

**R** ROWLAND SMITH'S, The Car Buyers.—Highest cash prices.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**GATEHOUSE MOTORS**

**A**RE buyers of all makes of cars.—Gatehouse Motors, Ltd., Highgate Village, London N.6. Mou. 444. [C2021/R]

**I**F you wish to sell your car for cash, write, phone or call.  
**GEOFFREY NEWMAN & Co.**, 369, Euston Rd., London, N.W.1. Euston 4466. [W2023/R]

**POST-WAR** or good pre-war car required.—Ashford-Fleet, The Cottage, Mentmore, Leighton Buzzard, Tel. 2172. [3462/R]

**P**RIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. account's settled; exchanges.—Write, phone or call, Stockwell Rd., S.W.9. Bri. 6251. [0740/R]

**N**AYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day, including Saturday. [W3022/R]

**AMBULANCES**  
**A**MBULANCES, new and used, large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [M2022/R]

**MOBILE CANTEENS, KITCHENS, ETC.**  
**M**OBILE canteens, kiosks, shops, etc. vehicles and trailers, largest selection in U.K.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [M2022/R]

**1949** Standard Vanguard, cream, adapted ice cream van and light refreshments sales, good condition throughout. £355.—Vickers's Garage, Ilfracombe, 80. [5596/R]

**MOTOR CYCLES FOR SALE**  
**S**. A. COLES, Ltd.—England's leading motor cycle specialists offer a large selection of new models for immediate delivery; exchanges; hire purchase; everything for the motor cyclist.—354-356, High Rd., Leyton, E.10. [0541/R]

**INVALID CARRIAGES**  
**I**NVALID 3-wheeler car, as new, guaranteed mileage 84, Villiers engine, electric starter, hood and screen; lady owner.—Watson's Motor Works, Leominster, Tel. 60. [5262/R]

**STEAM CARS**  
**W**ANTED, Stanley or Doble steam car of modern type, send full particulars.—Box 7502. [3657/R]

**MOTOR HEARSES**

**H**EARSES Supplied at trade prices direct from Builder to Buyer, Catalogues available.  
**S**HEERLINE, Humber and Rolls-Royce.  
**B**ODIES Built to your special requirements. Address all enquiries.

**A**LPE AND SAUNDERS (COACHBUILDERS), LTD., Station Approach, Kew Gardens, Richmond 1161. [19157/R]

**W**OODALL NICHOLSON, Ltd., build the best hearses in the country; second-hands usually in stock; established 1846.—Well Lane, Halifax, Tel. 4231. [0795/R]

**T**HE superlative hearse coachwork of Arthur Mulliner, Ltd., is available on the new Austin Sheerline i.w.b. chassis, new Humber Pullman chassis and the 14hp Austin chassis; full particulars and photographs supplied on request.—Arthur Mulliner, Ltd., Bridge St., Northampton, Tel. 907. [M5019/R]

**A&S** Nos Display (Ready Service) Highest quality modern Hearses. Illustrated brochure despatched.

**A**USTIN Sixteen—latest 4-Bearer Deck also 3-door 6-Bearer, exclusive design, lavish equipment, reasonable cost.

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**C**OLLS-ROYCE 1953 Phantom II 6-Bearer 1953 streamline Coachwork, magnificent outfit. £1065.

**A**lso Phantom II with 1953 streamlined 5-door 6-Bearer Coachwork lavishly equipped, M8 Series chassis, 59,000, original private owner, bargain.

**S**HOWROOMS and Offices—Please address all enquiries below.  
**A**NDERS SAUNDERS, Funeral Trade Coachbuilders, A Providence Court, North Audley Street, Mayfair-2941. [M1006/R]

This section closes for press at 10.0 a.m. on Fridays

## COMMERCIAL VEHICLES

**GUY SALMON AUTOMOBILES** offer:—

**1952** Austin A40 pick-up, 15,000 miles, used privately only, excellent condition, £450.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001/R]

**L**YNE, FRANK & WAGSTAFF, Ltd. offer:—

**M**ORRIS Commercial 10cwt new gown van, finished blue, complete with interior fittings; £650.

**1945** Morris 10cwt van, reconditioned throughout, one owner. £193.

**L**YNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill N.8, Mountview 4401. [M2058/R]

**N**EW Thames 5cwt and 10cwt vans available immediately.  
**A**RTHUR E. GOULD, Ltd., 290-2, Regent St., W.1. Tel. Langham 1594/5. [0102/R]

**1942** Fordson 10cwt van, in nice order throughout; £175 or £75 down.—Below.

**1939** Morris 5cwt van, nice runner, drive away; £39 or £49 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [M1024/R]

**F**OR sale, 1949 Morris 12 goods van, good condition, reasonable offer accepted.—Apply Castlesons, Ltd., The Moorings, Largs. [3565/R]

**B**RADFORD vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonners-neld Lane, Harrow, Tel. 6225/6. [0264/R]

**A**USTIN A40 10cwt van, blue, unlettered, one owner, excellent condition; £580.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [M4004/R]

**J**OWETT Bradford van, in primer, immediate delivery; £435.10 ex works.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [M1027/R]

**1951** Morris J-type van, plain, £575; also 1949 Fordson 10cwt van, £195; exchanges, terms.—Palmer, 55, York St., Twickenham. Popesgrove 1890/7067. [C5054/R]

**1953** Bradford 10cwt van, unpainted, 1,000 miles only, passenger's seat, taxed Dec; £575.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [M4004/R]

**F**ORD 5cwt van, new, £515/3/2, ex works; also 10cwt van, new, £415/12/3 ex works.—The Goldings Park Motor Co., Basingstoke, Tel. 241. [3256/R]

**R**OYCE offer three good plain vans: 1950 Morris 10, £235; 1949 Ford 10, £225/5/3; 1959 Morris 10, £115; B.P. and exchanges.—Rays Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C5059/R]

**1941** Austin 10, high body canteen or gown van, reconditioned engine, bargain, £175.—A. J. Motors, Palmerston Rd., N.W.6. Mal. 4725. [1011/R]

**N**EW Jowett Bradford 10cwt van, primer, very economical transport; £455/5/3.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.15. Vandyke 1166. [M4054/R]

**1948** Ford 5 gown van, excellent order throughout, original owner, taxed year; £195; terms, changes.—R. Rose, The Lynch Garage, Uxbridge 122 (opposite side entrance G.P.O.). [C5055/R]

**1951** (October) Fordson 10cwt van, unpainted, one owner, under 2,500 miles, taxed December, unblemished; £575.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [M4004/R]

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**L**ONDON CARAVAN Co. Ltd., one of the world's largest and oldest established distributors and agents for the leading makes of National Caravan Council approved caravans, R.A.C. approved sites at Epsom and Birchington-on-Sea.—If you cannot call, please write or phone for full information now to our head office at Barnet By-Pass, Epsom (1165 and 1364), or Court Mount, Canterbury Rd., Birchington-on-Sea (Thanet 4157). [0584/R]

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**B**ATH Rd., Taplow, Bucks. Tel. Maidenhead 3434. On Main A4.

**37**—39 Hammersmith Bridge Rd., W.6. Tel. Riverside 5141. 1 min. H'smith Broadway. [M2045/R]

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**W**ATFORD CARAVANS, Ltd., Hall Park Garage, Berkhamstead, Tel. Berkhamstead 1570.71. [0035/R]

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**G**OOD class caravans for hire on attractive site at Groombridge Point, Epsom, April to September.

**A**LSO small mobile fleet, consisting mainly of lightweight 4-berths, good proprietary makes; hire one of these and save the long tow to Devon.

**M**ARTINS CARAVAN Co. (Exeter), Ltd., Countess Weir, Exeter. Tel. Topham 5691 (2 lines). [1814/R]

**M**ODERN touring caravans, all types.—Spayrow, "Framley", Oving Rd., Dunsmoor, Essex. Tel. 7. [16192/R]

**H**IGH-CLASS mobile caravan hire fleet, latest models, specialised services.—Pendons Caravans, Westfield Rd., Bishop's Cleeve, Staff. 501. [7488/R]

**T**OURING caravans for hire, if your car is 10hp or more, we can offer you a holiday in one of our four-berth touring caravans; for particulars regarding equipment, rates of hiring, write to:—

**U**NITED BRITISH CARAVAN Co. (PENNINE), Ltd., Bradford Rd., Wakefield, Tel. 2577. [19725/R]

## CARAVAN ACCESSORIES

**C**AR makers approve Witter towing brackets.—Witter, 134, Foregate St., Chester 4. [0679/R]

**T**OWING brackets, over 60 designs from stock.—B. Dixon-Bate Ltd., Chester 2. [0876/R]

## CARAVAN EQUIPMENT

**W**ORTH caravan and trailer, chassis undergears, coupings, jacks, jockey wheels and a complete set of parts; write for list.—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. [0095/R]

**H**OLDER GRAVELEY caravan chassis axes ball coupings, jockey wheels, etc., sound design and superior workmanship.—The Holder Chassis Co., 245, Waverhampton Rd., Heath Town, Waverhampton. [09441/R]

## CARAVAN JOURNALS

**C**ARAVAN holidays—where to go—where to stay—what to expect and what to pay; read "The Motor Trailer," 9d from any bookstall, or 1/- from 95, Broad St., Birmingham. [5562/R]

**A**LL about caravans; read "Modern Caravan," a monthly magazine for owners of mobile homes, bright, critical, informative, 1/- from bookstall, 1/- by post from Heathcock Court, Strand, W.C.2. [0528/R]

**T**HE magazine written for caravanners by caravanners is "The Caravan" original and latest; experts and novices swear by it; authoritative, informative, enjoyable, monthly 9d from your newsagent, or 6d post 12/- year from A. C. Burt Publisher, Link House, Store St. London, W.C.1. [0585/R]

## TRAILERS

**P**RATT trailers 3- to 6-cwt carrying capacity for touring, camping, farming, boating, etc.—Pratt Engineering Co., North-Lorton, Yorks. [0647/R]

**L**ONDON stockists for Brookmore and Tasker trailers for private and commercial purposes; delivery from stock; trailers available for hire.—Jarvis & Sons, Ltd., Morris House, Morden Rd. S.W.19. Liberty 9981. [111/R]

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THE A.C. distributors for Hertfordshire can now give demonstrations with the amazing new Petite, part exchange, terms, special Petite insurance, service after sales, write or phone.—Buckland Body Works, Ltd., Buntingford, Herts. Tel. Kelshall 227. (1205)

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TRADE supplied.

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**KINGSTON-ON-THAMES**—Alvis Sales and Service.—O. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. (N4053/R)

**MANCHESTER**—Alvis main agents: sales and service.—A. Freeman, Ltd., Grosvenor, Burnage Lane, Mc., 19, Rus. 2874-5. (0825/R)

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**NEW MALDEN MOTORS**, Ltd.

**QUICK** and efficient repairs, rebores, slencers and springs repaired, drums skimmed, crash specialists, panel beating, rechroming, trimming, re-chroming.—Combe Rd., New Malden, Surrey, Mal. 5252-5. (0489/R)

**ST. JOHN'S WOOD**, N.W.8. Cun. 7355-6705.

**REPAIRS** of every description, insurance work a speciality, trade enquiries invited; panel beating, rechroming and trimming under personal supervision.

**E. HAGGER**, Oak Tree Rd. (facing Lord's Cricket Ground), N.W.8. (M2044/R)

**SHIRLEY**, Croydon.—Complete overhauls and repairs; also cellulose spraying by qualified workmen.—Ham Garage 274, Wickham Rd., Shirley. Add. 2220. (0024/R)

**SOLID** drawn, exhaust and flexible steel tubes, steel bars, light alloys, from stockists.—2, 8, Harbour Rd., Syon Rd. Garage, Great West Rd., Isleworth, Middx. Tel. Hou. 6613. (0409/R)

**CRACKED** cylinder blocks repaired by low-temperature process, no pre-heating or dismantling; also several cylinder blocks for sale.—Sanders & Co. Ltd., Victoria Rd., Hendon, N.W.4. Hendon 1286. (0122/R)

**UXBRIDGE**—Gregory's of Uxbridge, Ltd., are pleased to inform all their friends that they can undertake any repairs to motor cars or trucks at Uxbridge garage.

**Ways** carried.—Uxbridge 757, Maidenhead 787, High Wycombe 2351. (0702/R)

**GALLAY LTD.**, can give immediate service in the repairs and rebuilding of motor radiators, petrol tanks, wings, etc., chromium plating also carried out. Please send enquiries to Messrs. Gallay, Ltd., 105-109, Scrubs Lane, Willemsen, N.W.10. Ladbroke 3644. (0957/R)

**U.S. CONCESSIONAIRES, Ltd.**, offer a complete prompt and satisfactory service for repairs and overhauls of every description at competitive prices to all makes of cars and commercial vehicles.—U.S. Concessionaires, Ltd., Pontiac Works, Fernbank Rd., Ascot (Winkfield Road 3252-4); and 5, Jubilee Place, Chelsea (Plamond 7752-3). (0015/R)

**AXLESHAFTS RECOVERY CO.** (Myers Process).—Consult the specialists if you have trouble with worn or broken axleshafts or axle casings; all types of spinning undertaken; hub rebuilding or rechroming a speciality; all sizes, inner or outer; excellent service.—Montrose Motors, Ltd., Wembley 2636/4443. (0766/R)

## ROOF AND REAR LUGGAGE RACKS

**ROOF** racks for hire, anywhere, any period—605, King's Rd., S.W.4. Renown 4455. (12950)

**VICEROY** carriers from £4.10; contact local garage or Viceroys Sales, Mortimer Market, W.C.1. Euston 7928/2020. (2660)

**M.O.**—All-chrome tubular rear luggage racks for T.D. M.O.s beautifully made; £6.19.6 car; £8.19.6 van.—George Grose, Ludgate Circus, London, Central 5561. (0454/R)

**VICTORIA** roof racks to fit your car, in every where, now have also the Victoria Claw 15, and the Victoria Tarpuilin £3; from your garage or the world concessionaires.—C. G. Norman & Co., 50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. Victoria Motorsacks, Ltd. (0698)

**"WATMAG"** Dragoman patent tubular detachable roof rack, suitable for any saloon car, can be fitted or removed in minutes without any driving attention to car; price from £6.6 to £8.8; please state car and h.p.—Obtainable from your garage or Watney Motor Accessories Co., Ltd., Baby Trading Estate, Bletby, Leicestershire. (0259)

## ROOF AND REAR LUGGAGE RACKS

**CHROMIUM** plated tubular steel luggage grids for M.G. 2-seater up to T.A. 67/5; T.C. and T.D. 42; Jaguar XK120, rear panel or boot lid; £7/10; Morgan 4/4, Jowett Jupiter, £8.19/6; other models available, strip steel folding types, for Morris 8, Ford 8 and 10, 45.—Minx 48, postage 2/6.—Derrington, 159-161, London Rd., Kingston, Kingston 5621-2. (M1071)

## SAFETY GLASS

## TRIPLEX

**EXPRESS REPLACEMENT SERVICE**—wholesale and retail.

**LONDON:** Newton's (Kensington), Glass Merchants, 266, Old Brompton Rd., S.W.5. Tel. Fremantle 9412.

**WATFORD:** Balmer's, Glass Merchants, Derby Rd., Watford, Tel. Watford 4265.

**SOUTHEND:** Smith's Glass Merchants, 623-4, London Rd., Westcliff-on-Sea, Tel. Southend 46246.

**ALL** the above are official Triplex stockists. (0835/R)

## D. W. PRICE

**FIT** while you wait.—Neasden Lane, N.W.10. (Gla. 7811); 3a, New Cross Rd. (New Cross 3656); Savoy Parade, Enfield 5170; Tancred St., Taunton 2893. (0019/R)

**TRIPLEX**—"While you wait" replacements.—British Steel Frame Co., Ltd., Bishopsgate 9611-3. See "Windscreens." (0142/R)

## SHOCK ABSORBERS

**ARMSTRONG**—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars.

**NEW** exchange shock absorbers, replacement links and conversion sets available from stock from your local garage or

**MAIN distributors:—**  
**LONDON** and the South of England.

**PAIRE EQUIPMENT CO.**, Ltd., 2, Avonmore Rd., W.14 (opposite Olympia), Fulham 3211 (3 lines).

**BIRMINGHAM**, West Midlands and Central Wales:—**MARLER & PARTRIDGE**, Ltd., Fox Hollies Garage, Fox Hollies Rd., Acocks Green, Birmingham, 27, Acocks Green 0901.

**EAST** Midlands, Eastern Counties and South Yorks:—**DICKENS (SHOCK ABSORBER)**, Ltd., Bullivant St., Alfred St., Central Nottingham, Nottingham 4650.

**NORTH-WEST** England:—**BRACEGIRDLE MOTORS**, Ltd., Brook's Bar, Manchester, 16, Moss Side 2245-6.

**SCOTLAND:—**  
**JAMES H. GALT**, Ltd., 71-75, Dobbies Loan, Glasgow, Tel. No. Douglas 0658.

**SPECIAL** telescopic conversion for Austin Cambridge: 45/- per unit complete (0496/R)

**SPAX SERVICES**.

**IMMEDIATE** exchange service for most popular types.

**ARMSTRONG**, Girling, Luvax types, etc., from 34/2 each, trade supplied.

**SPAX**, Ltd., 61, Porters Rd., London, N.W.5.

**GULLIVER** 6721 (4 lines). "Grams": "Forshock", Norwest, London. (0960/R)

**JOHN A. SPARKS & Co.**, the

**GIRLING-LUVAX** largest distributors; complete new assemblies on exchange basis immediately.

**JOHN A. SPARKS & Co.**, Girling Main Distributors, Streatham Hill, S.W.2. Tulse Hill 5434 (0956/R)

**TELAFO** telescopic dampers are the latest advancement in suspension control.

**EFFICIENT** control, maintained at low and high speeds.

**LEVELS** out the bad roads providing extra comfort.

**AGRATION** and frothing troubles eliminated by exclusive patent.

**FUNCTION** at any angle owing to its independence to gravity problems.

**LONGER** life due to increased area of body.

**OBTAINED** from main distributors for South London, Kent, East Surrey and Sussex.

**ROBIN HOOD GARAGE (ANERLEY)**, Ltd., Croydon Rd., Anerley, S.E.20. Syd. 7056-7. (0978/R)

**32/6**—Exchange reconditioned shock absorbers.—See Witham's, 18, Balham Hill, S.W.12. Battersea 3280 3769. (0449/R)

**YOUNG'S** shock absorber reconditioned exchange service—popular models, 32/6 each; lists free.—Young's, 52, Footing Bee Rd., S.W.17. Balham 7791. (0427/R)

**KJ MOTORS**, Ltd., Girling-Luvax distributors, replacement dampers service.—Bromley, Kent. See 3456. (0288/R)

**THE** London main distributors for "Rotoflo" shock absorbers in East and West areas are Messrs. Shock Absorber Service.

**EAST** London Depot, 125, Lower Clapton Rd., E.5. Tel. Ambert 6466 and 6844.

**WEST** London Depot, 364, Uxbridge Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 4251.

**WE** are equipped to give "over-the-counter" service which includes complete rebuilding of your linkage, for dampers to fit most cars.

**POST** and rail orders are dispatched within one hour of receipt of your old units.

**WE** specialise in supplying dampers and special linkages for foreign and "non-standard" cars, full discount to the trade.

**RECONDITIONED** guaranteed shock absorbers, most types 26/6 each, exchange, rebuilding links 5/6.

**D. Wiseman**, 21a, Ancoaster Rd., Beckenham, Kent, Tel. Bec. 1409. (3077)

**ALL** types, Eastern Counties largest stockists, Armstrong, Girling, Luvax, Newton, etc., makers' units—Premier Aircraft & Cars, Ltd., Ipswich, Suffolk 7265-6. (5135)

## SHOCK ABSORBERS

**ARMSTRONG** and all other makes reconditioned shock absorbers supplied, American and Continental, private and trade supplied.—Rickmansworth Suspensions, Moneyhill Garage, Rickmansworth 5621-2-5. (0693/R)

**GIRLING**, Luvax, Armstrong and Woodhead-Monroe shock absorbers, immediate delivery all types; genuine maker's parts only; trade enquiries invited.—The Headingley Motor & Engineering Co., Ltd. 8, Otley Rd., Leeds, 6. Tel. Leeds 52627/8. (0634/R)

**NEWTON** shock absorbers, pioneers of tubular hydraulic suspension control, conversion kits available, M.G. Morris, Wolseley, Rileyman, Humber, Austin, Standard, Jaguar, Talbot, Riley, Rover, Ford.—University Motors, Ltd., Newton Distributors, 7, Hertford St., London, W.1. Gros. 4141. (0550/R)

**SCOTLAND**—For shock absorber service contact the leading stockists, Armstrong, Girling-Luvax, Newton, Woodhead-Monroe; all models stocked; immediate despatch of replacement units or conversion sets; trade or retail enquiries welcomed.—Ingis Automobiles, 64-78, Pitt St., Edinburgh, 3. Tel. 26287. (0550/R)

**BRITISH**, American, Continental, reconditioned guaranteed shock absorbers (and suspensions); immediate exchange Vauxhall, Luvax, Girling, Armstrong, Pear shape, Andre Friction, Telescopie, Opel, Buick, Fiat, B.M.W. etc., competitive prices; trade discount.—"Flotaire Agents," Woodhead-Monroe Stockists, Tarrant & Finner, Ltd., 10, Winchester Mews, London, W.1. Primrose 6159. (0504/R)

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**SPEEDOMETER** repairs.—Rev counters, electric and lever clocks by England's most prompt, efficient and economical service; immediate replacement for most types, others within 48 hours; any make handled by our fully qualified staff, all repairs guaranteed.—See below.

**SPEEDOMETER** conversion sets available from stock, tested type: state year, make and h.p.; all cables guaranteed.

**THOR RICHFIELD & SON**, Ltd., 8, Broadstone Place, London, W.1. Wei. 0406 (5 lines). Established 15 years. (0070/R)

**SPEEDOMETER SUPPLY CO.**, Ltd., 34, Shelton St., Long Acre, London, W.C.2. Established 1912. Temple Bar 2700. (0165/R)

**PRIDE & CLARKE**, Ltd.—All spares in stock, speeds heads repaired and set to zero from 15/-; quick service and quotations.—Stockwell Rd., S.W.9. Hrs. 6251. (0742/R)

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**LARGE** stocks of road springs for all popular vehicles at low prices.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280 3769. (0512/R)

**WEST LONDON REPAIR CO.**, Ltd., Wim. 6316/7.—Repairs or manufacture of coil springs, tested for static load and rate of def.—56a, High St., Wimbledon. (0251/R)

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**CARBURETTORS** Ltd., manufacturers of the

**ARNOTT** low-pressure supercharger can give early delivery of installations for M.G., Morris Minor, Oxford, Austin A40, all Fords, Riley 1½-litre, Standard, Triumph, Climax, Humber, Bristol, Humber, Sunbeam-Talbot, Wolseley 6-80 and other cars.

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**MARSHALL-WORCE** low-pressure superchargers installations guarantee outstanding acceleration, 100% hill climbing and greater power with complete reliability; installations for Alford, Ford, M.G., Morris, Vanguard, etc., for home and export orders, prices from £60 complete with all fittings.

**NORTH DOWNS ENGINEERING CO.**, Westway Caterham, Caterham 2365. (0755/R)

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**SHARMANS TYRE SERVICE** for deep tread guaranteed Remoulds at new reduced prices.

**5.90** x 13, 63/6; 5.00 x 14, 55/8; 5.25 x 15, 65/-; 5.50 x 15, 68/6; 6.75 x 15, 74/6; 6.00 x 15, 75/6; 6.50 x 15, 92/6; 7.00 x 15, 99/6; 4.75 x 5.00 x 16, 56/6; 5.25 x 16, 65/9; 5.50 x 16, 70/-; 5.75 x 16, 75/9; 6.00 x 16, 81/-; 6.50 x 16, 97/6; 6.75 x 16, 94/6; 7.00 x 16, 105/-; 7.50 x 16, 110/-; 5.25 x 5.50 x 17, 75/-; 6.00 x 6.50 x 17, 100/-; 5.50 x 18, 77/6; 7.00 x 18, 110/-; 165-400, 76/6; 185-400, 89/9; tubes from 10/-; please write or tel. for prices of all other sizes, new and remould; carriage by first passenger train 5/6 per tyre extra.—Sharmans, Lanark Rd., Malda Vale, London, W.9. Cunningham 7521-2. (0649/R)

**MARBLE ARCH**.

**EXTENSIVE** stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.

**MARBLE ARCH MOTOR SUPPLIES**, Ltd., 266, Camberwell Rd., S.E.5. Tel. Rodney 2161. And 4220. (M3002/R)

**TYRES**—Tyres—Tyres.

**MAKE** the road safer, tyres are expensive, protect your own life and the lives of others by having good tyres, we will sell on easy payment if so desired.

**CLARENDON GARAGE**, Felkistow Rd., Ipswich, Tel. Ipswich 77528. (0563/R)

**TYRES!!! Tyres!!! Tyres!!!**

**10000** tyres in stock, every size and make, new, remould, etc.; please write or phone your tyre enquiries to

**H. MATTHEWS**, Ltd., the tyre specialists of over 50 years' standing, 28-27, Stockwell Rd., London, S.W.9. Tel. Brixton 2628 (2 lines). (0150/R)

**PRIDE & CLARKE**, Ltd., for ex-Government and remould tyre bargains, quotations by return, state size required.—Stockwell Rd., S.W.9. Brixton 6251. (0736/R)

**TYRES** and tubes (used), all 18in. 14in. 15in. 16in. 17in. 18in. 19in. 20in. 21in; also loaded and obsolete types; all commercial ex-W.D. tractor and farming types available.—Cook 569, Stapleton Rd., Epsom, Bristol. (2291)



## PARTS AND ACCESSORIES, REPAIRERS, ETC.

## TYRES AND TUBES

**VETERAN** beaded-edge tyres, new or used.—Welham, 5, Surlingham Hill Rd., Surlingham, Kimbridge 1973. (0395/R)

**BULL'S**—A tyre for every job, prices reduced, new and remoulded, call or let us quote, let us remould your own covers.—Bull's Rubber Co., Ltd., 175, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. (0774/R)

**TYRES**—New, slightly used and rebuilt in all car, lorry, truck and tractor sizes, write, stating your size and receive per return of post our quotation, post orders only.—The Goswell Rubber & Tyre Co., Ltd., 145-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5422. Wines: Goswell, Norway, London. (0087/R)

**TYRES**, sound, part used: car sizes, 350 to 500, 33/-; 525 to 600 50/-; 625 and over, 45/-; carriage included, quotations for lorry and other sizes per return; money refunded if tyres returned unused in seven days, cash or P.O. with order to Jayness Tyre Co. (Dept. A.C.), 68-72, North Wharf Rd., London, W.2. (0165/R)

## Tyres Wanted

**PLEASE** send us your sound covers fit for remoulding: up to 5.00in section, 10/- each; 5.25 to 7.00in, 15/- each; despatch within 24 hours of approval; please label plainly.—Sharmar's Tyre Service, Lanark Rd., Maida Vale, London, W.9. Cunningham 7521-2. (0675/R)

## WHEELS, DISCS, ETC.

**ALL** types of wheels repaired, replacement service.—W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5538. (0680/R)

**MOST** types of easy clean and wire wheels in stock.—Turner & Knight, Southfield Paddocks, Pope Lane, Ealing, London, W.5. Eal. 4298. (0678/R)

**WHEELS** (used), all sizes for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles.—Cook, 569, Stapleton Rd., Eastville, Bristol. (2235)

**WEST LONDON REPAIR CO.**, Ltd., Wim. 6316/7.—Wire wheels repaired, converted, respined, re-namelled, East clean wheels repaired, refitted, High St., Wimbledon. (0638/R)

## WHEELS, DISCS, ETC.

**CLARE'S MOTOR WORKS**—Large stocks wheels, wire Easy Clean and Artillery, rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. (0628/R)

**9.00**—13 complete spare wheels for Humber, perfect condition, tyres as new; £7.10 each, offered subject to prior sale.—Sharmar's Tyre Service, Lanark Rd., Maida Vale, London, W.9. Cunningham 7521-2. (3590)

## WINDSCREENS

**AUSTIN 7**, 1932-34, £4/5; Ford 8/10, £5/5; trade also supplied.—D. W. Price, Neasden Lane, N.W.10. (0258/R)

**BRITISH STEEL FRAME CO.**, Ltd., 203, Cambridge Heath Rd., E.2, manufacture sports and special windcreens, Ford, Austin 7, fixed and sliding windows for utilities.—Bishopsgate 9611-3. (0908/R)

## BUSINESS &amp; PROPERTY, SITUATIONS, BOOKS

## BUSINESS AND PROPERTY

**GARAGE**, large Whitehall village, est. 50 years, no opposition, fully equipped; 3-bedroomed house parties.—Write Box 7242. (5024)

**LONDON-COAST**, main road, garage, filling station, showroom, good agencies, detached modern residence, audited accounts.—Box 7355. (1395)

**MESSES GLADDING, SON & WING**, chartered surveyors, auctioneers and valuers, 4-11, Pavilion Buildings, Brighton (Tel. 23284), offer the following:—

**HANTS**—Excellent modern well-equipped main road garage and guesthouse, all at £14,500.

**HANTS**—Good road junction position; petrol 1,000 gals. p.w.; all at £8,500.

**WEST COUNTRY** coach and car hire business showing substantial profits, £19,000 all at.

**FURTHER** particulars of above and other garages available from Gladding, Son & Wing, as above. (M2921A)

**MOTOR** showroom, hire drive, etc., with modern flat above, near Worthing, corner premises, main road, vacant possession whole; price for lease, fixtures, £350 or offer.—Box 7485. (3599)

**SUFFOLK**—London-Ipswich A12 main road, filling station (not now undertaken), present hands 14 years, ill health cause sale.

**SUFFOLK**—London-Yarmouth A12 main road, garage and repair shop with living accommodation.—Apply further details, John Hawkins, F.A.I., 4, Falcon Rd., Ipswich. (3596)

**A LORIDGES** (Est. 1755), Auctioneers and Estate Agents, have available several est. motor businesses with distributors and main agencies; also garages and filling stations in London, Home and Southern Counties.

**NORFOLK**, Market Town.—General motor and agricultural business. Agencies, sales and servicing. Well equipped modern workshops, offices, etc. Freehold.

**ENQUIRIES** are invited to Estate Department, William Rd., N.W.1. (M1004)

**GOY & RICHARDS**, Ltd., the Motor Industry's Specialist Agents and Valuers, for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 555, Watford Way, Mill Hill, N.W.7. Mil. 4502. (0546/R)

**CONSULT** James Styles & Whitlock (established 1885), 7, Newhall St., Birmingham, Colmore 4050, for garages and filling stations in the Midlands and South, selection of excellent propositions sent upon receipt of requirements. (3587)

**NORTH LONDON**—Newly built garage, 220ft frontage, 1 site area 20,000 sq ft, all concrete, brick lock-ups producing £1,700 p.a.; petrol Co. also, £220 p.a.; petrol 80,000 gals. p.a.; fully equipped workshop, stores, office, toilets; to be let on 21 years lease at £1,500 p.a.; price for goodwill, plant and vase, £10,000.—Box 7466. (3612)

**FORDERN** Garage and Motor Engineering Business in important urban position on main A5; about 4,000 sq ft incl. showroom, offices and workshop; forefront with electric pumps, parking space, modern central heating, etc.; excellent business in car sales, repairs, petrol and accessories; audited figures available; freehold, equipment and goodwill, £17,500.—Apply, Robinson & Hall, Chartered Surveyors, 13a, St. Paul's Square, Bedford, Tel. 4141-2. (3202)

## BUSINESS AND PROPERTY

**COTSWOLD** market town, a modern repair and service garage with valuable up-to-date equipment, all in first-class order, petrol station, thriving taxi and hearse business, new bungalow, a.s.v. taxis and hearse may be taken too at sale; a genuine business and exceptionally good value, £8,250.—For full details apply Sheldon Bosley, F.A.I., Moreton-in-Marsh. Tel. 2102. (3577)

**FREEHOLD**—Well established motor engineering business with 200ft frontage to South Coast main road. Attractive modern concrete facade with good showrooms and well laid out fully equipped workshop. Technical hydraulic valving bay, 6 pumps in two batteries. High petrol sales with no petrol company ties. Distributorship for popular make of car and numerous agencies.—Apply Principals to Hisco-Smith & Biagg, Solicitors, 8, London Rd., Portsmouth. (3596)

**FOR** sale with full vacant possession, freehold property in an important position with long frontages to the Gt. North Rd., 56 miles from London. Formerly roadside cafe and private hotel and petrol filling station to which use it could easily be converted. Two entrances to Gt. North Rd., gravel car park and pull-ins, old petrol pump and storage tank, modernised well-built large bungalow in excellent condition, 4 bed bath, etc. Mains services, lawns, gardens and orchards, 2 large garages, ladies and gents' lavs., etc. In all 1 acre. Ideal commercial proposition.

**APPLY**: S. V. Ekins & Son, F.A.I. Chartered Auctioneers and Estate Agents, St. Neots, Hunts. Tel. 418-9. (3597)

## Business &amp; Property Wanted

**GARAGES** and filling stations in London, Home and Southern Counties, well sited with good petrol sales, required for numerous applicants.—Paris, please to Aldridge Estate Department, William Rd., N.W.1. Eus. 2552. (M1004)

## SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is exempted from the provisions of The Notification of Vacancies Order 1952.

**SALESMAN** for new and used cars and commercials required by Devon distributors.—Apply in confidence to Director, Box 7421. (3571)

**DEPOT** Manager required Home Counties main dealer, fully experienced, able to control all departments, all details, salary required in confidence.—Box 7419. (3567)

**ASSISTANT** manager required for Ford dealers.—Apply with details of experience, age, etc., The Goldings Park Motor Co., Ltd., London Rd., Basingstoke. (3577)

**JUNIOR** salesmen with previous experience, good prospects for right man, well-known distributors, Kingston-on-Thames area; write full details of experience, age and approximate earnings.—Box 7501. (3636)

**EXPERIENCED** salesman required, first-class prospects for right man.—Apply with details of experience, age, etc., The Goldings Park Motor Co., Ltd., Authorised Ford Dealers, London Rd., Basingstoke. (3238)

## SITUATIONS VACANT

**SENIOR** Partman required to take charge of Vauxhall parts department, opportunity for live enthusiastic young man with ambition.—Box 7420. (3568)

**ACTIVE** directorship offered in old-established, modern garage and service station, key position South London suburb to man with motor engineering or sales experience; qualification £2,500 to £5,000 for 20% to 40% interest; salary £520 to £1,000 p.a.—Box 7496. (3609)

**M** preferred but not essential: one of the finest workshops in the country; good canteen facilities.—Apply Works Manager, W. J. Reynolds (Motors), Ltd., 11, Union St., Glasgow. (3589)

**MOTOR** salesmen required for well-known dealers in Glasgow handling all popular makes of private cars and commercial vehicles, this advertisement offers those willing and capable of earning large remunerations.—Apply, in strictest confidence, stating present position and salary to Box 4238, Howats Advertising, 11, Union St., Glasgow. (3589)

**COMMERCIAL** Salesman required by progressive Ford main dealer operating in large Yorkshire city; applicant must have proven sales record, good personality and education, be prepared to work hard, capable of taking responsibility, in return for permanent position with prospect of becoming Commercial Sales Manager, salary and commission; write, giving age and fullest details of past and present positions and salaries earned in strict confidence to—Box 7417. (3554)

**FOREMAN** Fitter/Mechanic wanted, modern factory on outskirts Birmingham, requires man to take complete charge, well equipped garage running about 12 commercial vehicles of similar number private, where highest standards of maintenance and workmanship are insisted on; applicants must be really qualified capable men, with experience of post-war Bentley, Jaguar, Frazer Nash and similar high-grade cars; preference given to man with proved experience of successful preparation of cars for racing; applicants please give full details, previous experience, references, age, approximate salary, and recent photo; no house provided.—Box 6 A., 19-21, Corporation St., Birmingham. (3556)

## SITUATIONS WANTED

**MANAGER** (40), fully experienced service, sales, first-class refs., seeks progressive position, London, area.—Box 7391. (3539)

## BOOKS, ETC.

**HANDBOOKS** of cars and motor cycles; also good assortment of maps at all Halfords Branches in England, Scotland and Wales. (0085/R)

**DYKES** Automobile Encyclopedia, invaluable for garages, motorists, students; 1,481 pages, 4,000 illus., new 1950 edition over 500,000 copies sold; descriptive leaflet free.—Thomas Co. (DATO), 111, Brompton St., Blackpool. (0899)

**"DUNLOP** Guide to Great Britain" 8/6; 1929-52 M.G. "Midget" handbook 15/6; "Motor Specifications and Prices" 6/6; 1929-52 M.G. workshop manual 5/12; 1929-52 standard handbook 5/5; 1929-53 Vauxhall handbook 5/5; book catalogue free; mail order only.—Vivian Gray (TA), Hurstpierpoint, Sussex. (M2060)

## HOTELS, GUEST HOUSES, ACCOMMODATION

**LAKE DISTRICT**, Queen's Head Hotel, Hawkshead. Fully licensed. Terms moderate.—Tel. 71. (3607)

**BOURNEMOUTH**—Cranbrook Court Hotel, 42, Surrey Rd. H. & C.; free car park; 44-7 gns.—Westbourne 61488. (2716)

**S. DEVON**—Orestone, Strete, Near Dartmouth, 44 to 6 gns.—Tel. Stoke Fleming 373. No bookings August.—(3082)

**GRANGE-OVER-SANDS**, Newlands Private Hotel, G Church Hill. Few vacs., July, Aug., Sept.; 5 & 6 gns. (3696)

**VALLEY OF ROCKS HOTEL**, Lynton, Overlooking sea. Fully licensed. Moderate charges.—Lynton 2149. A.A., R.A.C. (3540)

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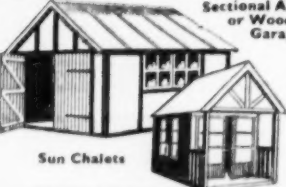


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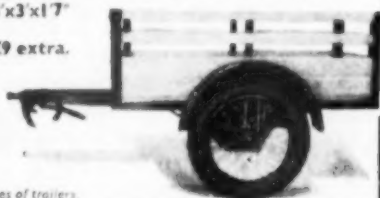
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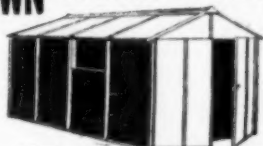
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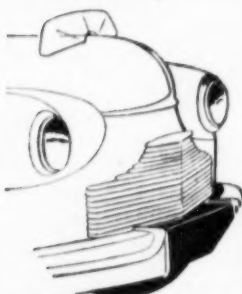
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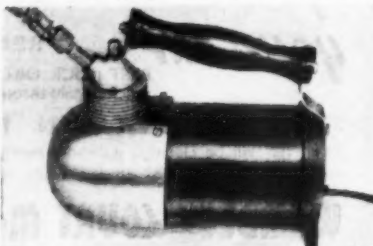
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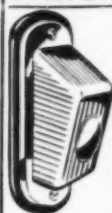
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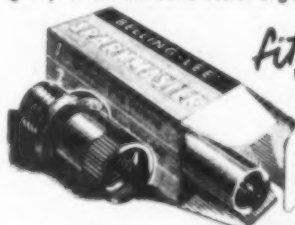
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T432

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MAY 29, 1953

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